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THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

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Sept. 14th.—Europe *vid* Siberia, at 11 a.m., per s.s. TENYO MARU.

Sept. 14th.—Shanghai North China, Japan *vid* Nagasaki, Honolulu, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at 11 a.m., per s.s. TENYO MARU.

Sept. 14th.—Europe *vid* Siberia, at 3 p.m., per s.s. YINGCHOW.

Sept. 16th.—Europe *vid* Siberia, at 3 p.m., per s.s. CHENAN.

Sept. 21st.—Formosa *vid* Keelung, Shanghai, North China, Japan *vid* Nagasaki, Victoria, B.C., Seattle, Wash., and United Kingdom *vid* Canada, at 1 p.m., per s.s. TAMBA MARU.

Sept. 24th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NANKIN.

Sept. 30th.—Japan *vid* Nagasaki, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at noon, per s.s. MONGOLIA.

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Hongkong, 24th April, 1914. [540

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 3.00 „ ... „ 15 „
3.00 „ to 3.10 „ ... „ 10 „

NIGHT CARS.

4.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 3.00 „ ... „ 15 „
3.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „
NIGHT CARS as on Week Days.

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JOHN D. HUMPHREYS & SON,
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Hongkong 12th June, 1915. [467

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1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Sakaki	Kobe
$ 40 / £ 8 / Y 20	Shanghai (S.M.R. Str.)	Lv.	Forenoon	Tues.	Sat.
	Tsingtao „	Ar.	„	—	Mon.
	Dairen „	Lv.	„	Th.	Tues.
Y 14.55	(S.M.R. Train)	Lv.	3.37 p.m.	Thursday.	
	Mukden „	Ar.	11.25 „	„	
Y 11.50	„	Lv.	11.50 „	„	
	Changchun „	Ar.	7.10 a.m.	Friday	
$ 80 / £ 16 / Y 40	(Russian Train)	Lv.	*3.00 „	„	
	Harbin „	Ar.	*1.00 p.m.	„	

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
					Thursday
$ 80 / £ 16 / Y 40	Harbin (Russian Train)	Lv.	10.10 a.m.	„	
	Changchun „	Ar.	4.30 p.m.	„	
	(S.M.R. Train)	Lv.	5.40 „	Friday	
Y 14.55	Mukden „	Ar.	3.45 a.m.	„	
	„	Lv.	1.55 „	„	
Y 11.50	Dairen „	Ar.	2.00 p.m.	Sat.	Wed.
	(S.M.R. Str.)	Lv.	Noon.	Sat.	„
$ 40 / £ 8 / Y 20	Tsingtao „	Ar.	Forenoon	Mon.	Fri.
	Shanghai „	Ar.		Sakaki	Kobe

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
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	TOCOS Medium No. 1,	in box of 100 -	$2.50
	TOCOS Small No. 2,	in box of 100 -	$2.00
SIMON ARZT	CAIRO EGYPT No. 70	in box of 100 -	$2.00
„ „ „	„ „ „	in box of 50 -	$1.10
G. GEORGACOPOULOS	CAIRO:		
	Cleopatra	in box of 100 -	$2.00
	Felah	in pkt. of 10 -	.20
	Melah	in box of 100 -	$2.50
FIORAVANTI	CAIRO TOGO	100 -	$2.00
„	ROUND „	100 -	$1.25
M. MELACHRINO & Co.	CAIRO:		
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Hongkong, 1st September, 1915. [916

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Hongkong, 18th August, 1915. [725

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Hongkong, 10th August, 1915.

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MITSU BUSSAN KAISHA.

HONGKONG. 381

HARVARD, OF HARVARD.

THE ROMANCE OF A BRITISH RECRUIT.

At the close of the Harvard term Lionel de Jersey Harvard, a descendant of the English founder of the University, received his bachelor's degree. Two days later he sailed for England to enlist. The "Harvard Alumni Bulletin," in recording the event, adds the comment:—

"It is all of a piece with the devotion which the best young men of Europe are rendering to their flags, which our own youngest graduates rendered so freely a half century ago. Harvard has had good reason to be proud of her sons, but seldom more than of that son who bears her very name. Whatever may befall him, the romance and reality of his career must win him in peculiar measure the Godspeed of his fellow *alumni*."

The story of Lionel Harvard is a strange and striking one, eminently creditable of the University. It had a romantic beginning. Among the papers of George Bancroft, United States Minister of Great Britain in the forties, was found a letter from Edward Everett (his predecessor in the post) asking him to seek out a Rev. John Harvard in Plymouth (England) and give him certain books relating to Harvard University. The discovery of this letter led to inquiries, in 1908, about the descendants of this John Harvard.

These inquiries led to London, where the parents of Lionel Harvard were found, with a son desirous of entering Emmanuel College, Cambridge, but uncertain of being able to afford it. The facts were brought to the notice of the authorities of Harvard, who sent an offer to England that if Lionel Harvard would prepare himself for Harvard College, its opportunities would be made accessible to him. The offer was gratefully accepted, and young Harvard joined the college in 1911.

His college career has been a highly successful one. "The Boston newspapers," says the journal already quoted, "photographed him upon landing and did all they could to turn his head. Within a short time of his arrival, when warned of some of the dangers thus surrounding him at the age of about 18, he said in private conversation, 'I did not come over for the particular purpose of making a fool of myself.'"

His four years at Harvard have abundantly fulfilled this promising beginning. He has taken a prominent part in musical, dramatic, religious and social activities, and the "Bulletin" is warm in praise of the "modesty, simplicity and sincerity" of the speech on receiving his degree.

VICE-ADMIRAL J. M. DE ROBECK

Admiral de Robeck, at present in command of the British Fleet in the Dardanelles, is descended from the Swedish Baron de Robeck. The second baron, born in 1765, after having served successfully in the Swedish and French armies, was naturalised in England by Act of Parliament under George III. Since then (says *The Navy*) the family has lived in Ireland, and its members have so constantly intermarried with Irish families that they bear at present but little trace of their Scandinavian ancestry. Vice-Admiral de Robeck, whose brother is the fifth baron, is tall and dark, with sparkling eyes and a gentle voice. He is a great sportsman, no mean artist, a famous cricketer, and a fearless rider to hounds. He was trained for the Navy on the old *Britannia*, which he left in 1875. He made his reputation as a record-making commander of destroyers and head of the patrol service in Home waters. He foresaw long ago the reliance which Germany would place on the submarine, and laid plans, which are probably being followed to-day, for coping with this craft. He was ordered to join in the battle mobilisation last summer, and given the *Aboukir* as his flagship. He was then placed in charge of the North Atlantic Fleet, and was sent on important missions to Spain and Portugal. When Admiral Cardon's health failed, Admiral de Robeck was appointed to the Eastern Mediterranean in his place. Of Admiral de Robeck, Lord Charles Beresford says: "Admiral de Robeck is one of the best officers in the Service. Repose every trust in him!"

WHY THE UNION JACK FLIES IN AUSTRALIA.

MR. WILL CROOKS' ANECDOTE.

NEWCASTLE-ON-TYNE, Aug. 11th.

Mr. Will Crooks, M.P., who is making a tour of the Tyneside munition factories, addressed enthusiastic gatherings of workmen at Wallsend this afternoon. There were fully 3,000 men at one meeting.

Mr. Crooks reminded the workers that they must all be united in the interests of the whole family. They were all in this now. Every toiler in the works as well as the "Johnny" from Rotten Row had his bit to do. The "Johnny" from Rotten Row had given up his wealth, his idleness, and his luxury to secure the liberty and the privileges which had been handed down to us. There was not a woman, much less a man, who would knuckle down to the German.

Like all spoilt darlings, the Kaiser became a bully and a brute when he came to the throne, and he had now got to be spanked. The workers of this country would help in the spanking. The Colonies would lend a hand.

When he was in Australia he saw the Union Jack flying on any lonely road with only a couple of houses in it. Once he asked if the flag was flying because of his visit, and he was told it was not. "No one knows," said an Australian, "that Will Crooks is here. The flag is flying is to let people see to which nation we belong." "But," said Mr. Crooks, "no one passes." "Never mind that," came the reply, "we go out and look at it ourselves."

That was the spirit of the Colonials who were co-partners of a nation on which the sun never sets. In this struggle they must all be of one mind, and be determined about the finish of the war.

SEALED LETTER AND SECRET CODE.

AMAZING STORY OF GERMAN GOLD SHIP'S ESCAPE.

BERLIN DUPLICITY.

WARNING FOUR DAYS BEFORE WAR.

A sealed packet that remained unopened for two years, a secret code, and the revelation that Germany warned one of her great liners to return to port, owing to war with England, four days before Great Britain's ultimatum was sent to Berlin, form dramatic feature of a case which has been before the United States District Court at Boston.

They are a striking confirmation of Mr. Godfrey Isaacs' disclosure of the fact that several hours before war was declared Germany sent the following message by wireless to her mercantile marine:—

War declared upon England. Make as quickly as you can for a neutral port.

The case referred to grew out of the failure of the North German Lloyd steamer, the *Kronprinzessin Cecilie* (writes *Americanus* in the *Spectator*) to complete the journey which began when it sailed from New York on July 27th.

The National City Bank of New York shipped on that day about £800,000 in gold, part of which was consigned to Plymouth and part to Cherburg. On the night of July 31st, when the German steamer was about 1,000 miles from Plymouth, the captain received by wireless a cryptic message, which stated that one Erhard was afflicted with catarrh, and the message bore the signature of Siegried," the code word for the managing directors of the North German Lloyd Company.

THE SEALED PACKAGE.

The message itself contained no meaning to the captain, but it appeared that two years before, when he assumed command of the *Kronprizessin Cecilie*, his predecessor had given him a sealed package which was to be left unopened unless he received a message from "Siegfried" stating the fact that the imaginary Erhard has suffered from illness.

In that event, he was to open the package, where he would find a code which would explain the message. On his opening the packet a code was discovered, which consisted only of words having reference to a possible war. It contained two basic sentences, one of which was "War is threatened with——," and the other was "War has broken out with——."

It contained code words for "England," "France," "Germany," and "Denmark," and additional words for different groupings of these Powers.

The particular message sent on this occasion was:—

War has broken out with England, France, and Russia. Return to New York.

The captain at once turned back, and, on account of the proximity of the British cruiser *Essex* to New York Harbour, he put into Bar Harbour, where his ship was libelled for its failure to deliver the gold in accordance with the bill of lading.

WHAT IT MEANS.

Although the company had appropriate code words to indicate a state of "threatening" war with one or more of the Powers in question, the managing directors of the North German Lloyd sent, a few minutes before midnight on July 31st, a positive statement to the captain that war had "broken out" between Germany, England, France and Russia.

It is significant that the message sent was untrue. War had not then broken out even with Russia, and was not then even threatening with England. Germany was then nominally at peace with the world, and through diplomatic agencies was vigorously asserting the sincerity of her alleged mediatory efforts to preserve peace.

The psychology of this message to the German captain, which, in view of the relations of the North German Lloyd Company to the German Government must be taken as semi-official, is that the Kaiser and his Government on the night of July 31st knew that they were about to take a certain course of action which would inevitably bring that country into conflict, not only with Russia and France, but with England.

The avowed surprise and indignation of the German Chancellor when Sir Edward Goschen four days later presented Great Britain's protest against the invasion of Belgium is thus shown to be, in common with nearly all the German diplomacy of that crisis, a piece of characteristic Machiavellism, for obviously Germany, at least as early as the night of July 31st, knew that she was about to take steps which would make war inevitable not only with France and Russia, but with England.

RUSSIAN SHIPPING ORDERS FOR JAPAN.

The *Tokyo Asahi* published an Osaka message to the effect that the Kawasaki Shipbuilding Yard of Kobe has recently been approached by a certain shipping company in Russia to construct four passenger steamers, of from 3,000 to 4,000 tons each, and four cargo vessels of the same size. The Kawasaki Yard is now preparing plans and specifications.

In May last a representative of the Russian Steamship Company visited the Kawasaki Shipbuilding Yard to inspect the facilities. It is expected a contract for the supply of the vessels will be signed next month.

The message adds that in view of the continuation of the war, and the consequent demand for vessels, the Kawasaki Shipbuilding Yard has decided to construct on its own account five cargo vessels, of 10,000 tons, two of 7,500 tons each, and the remainder of 5,000 tons each.

PEKING AND THE STANDARD OIL COMPANY.

A REPLY TO MR. JERNIGAN.

We reproduced last week from the *N.-C. Daily News* a letter written by Mr. T. A. Jernigan, traversing certain statements made by our contemporary's Peking correspondent, relating to the *impasse* which has been reached in regard to the negotiations between the Standard Oil Co. and the Chinese Government. The Peking correspondent of our contemporary replies in the following terms:—

The letter appearing in your issue of August 25th under the signature of Mr. Jernigan has caused surprise in Peking. I have before me a copy of the original agreement between the Chinese Government and the Standard Oil Co. This agreement does not contain a single word to justify Mr. Jernigan's statement that "it was understood, and is so provided in the agreement, that the provinces of Chihli and Shensi were to be first explored, and should no petroleum be discovered of a commercial value, then another province was to be substituted."

On the contrary, the agreement stipulates that "in the event of the Yenchang, Yenanfu, Shensi Province, or Chengtehfu (Jehol), Chihli Province fields, proving worthless this agreement shall apply to any other district in Shensi or Chihli which the aforesaid experts shall on examination approve," and makes no mention whatever of the right to explore any other province.

Mr. Jernigan's charges against the Chinese Government, based on his statement that the Company "had the right" to explore other provinces if Chihli and Shensi proved disappointing, therefore, fall to the ground, for his premises are false. As a matter of fact, when Chihli was reported commercially worthless and Shensi highly disappointing, the Chinese expressed their readiness to give the Company exclusive rights in another province, on terms similar in the main to those contained in the original agreement. The negotiations between the parties have been suspended, not because China was not ready to meet the Company, but because the Company proposed to include in a new agreement terms so Rockevelian that they were indignantly rejected by the Chinese Government.

My article has already stated what these proposals were. Let me repeat them.

"It was required that the joint company, which the Standard Oil Co. was to control, was to have the right to search out, survey, register and exploit exclusively, any oilfields throughout China which it might select. The joint company, controlled by the Standard Oil Co., was further to have the right for sixty years to transport by rail, water or pipe, to refine, and to market, the whole national output of crude oil, to the exclusion of anybody else. Moreover, the joint company was to delegate to the Standard Oil Co., because of its established organization in China, the marketing of all the refined artcles for a given period."

Instead of vaguely declaring that the Standard Oil Co. has scrupulously endeavoured to avoid anything in the nature of a monopoly, Mr. Jernigan might devote himself to explaining the above proposals. If he denies that they were made essentially as stated, I shall deal with his denial in due course. If he admits them, doubtless your readers will be glad to know how he avoids the interpretation that, if accepted, they would confer through the subsidiary company a positive monopoly on the Standard Oil Co.

Mr. Jernigan has less faith in the United States Government than I have. Such proposals as the above are purely perversion of the policy of equal opportunity, and I do not believe that the American Government ever supported them. In fact I know—but perhaps, before going further into the matter, it would be better to give Mr. Jernigan an opportunity either to disclaim any serious acquaintance with the affairs of the Standard Oil Co. or to withdraw the frigidities contained in his first letter.

"GERMANY AT HER BEASTLIEST."

CONTRAST WITH RUSSIAN HUMANITY TO CAPTIVES.

"The war in Poland has revealed Germany at her beastliest, and Russia at her best."

In these words Professor Bernard Pares, the British "Eye-Witness" with the Russian forces, summed up with a representative of the *Daily Chronicle* his impressions of the Eastern campaign.

"I say deliberately and emphatically," the Professor continued, "that on the whole of the Russian front—and I could go where I liked and talk to whom I liked—I have not seen or heard of anything brutal or beastly done by the Russian troops."

"They have fought most humanely in this war—almost too humanely, I sometimes think. Quite apart from the enthusiasm with which the Slav populations—the Poles, Czechs, and Ruthenians—greeted their appearance on Austrian soil—the remarkable fact must be recorded that a very large number of Austrian civilians quite voluntarily accompanied the Russians when the latter were forced to retire.

"Not only do they treat wounded German or Austrian prisoners as well as their own people—they often actually treat them better. I had many personal illustrations of this, and of the manner in which the sulkiness of a German captive was soon worn down by the sheer kindness of his Russian attendants.

"On the German side, I was told, no such amenities redeemed the ruin of the war. Their troops were brutal, arrogant, and often drunk. German prisoners, unlike the Austrians, are sometimes found so hopelessly intoxicated that they are not sober twenty-four hours after their capture. On the other hand, I can say with certainty that there is not one case of drunkenness in the whole Russian army. The drink that the Germans often deliberately leave when they evacuate a town is promptly thrown into the gutters."

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

PARADES.

1.—Parades for to-day.

5.15 p.m. Recruits of all units (except Engineer Co., Right Section M. G. Co. and Signalling Section) who have never fired a Musketry Course—Musketry Instruction on Kennedy Road Range. Service rifles to be carried. Corpl. Grimes, R.E., will attend.

5.30 p.m. Recruits of Engineer Co. (except Quarry Bay Section)—Squad drill and Rifle exercises at Headquarters under Sergt.-Major Higby and Sergt. Crawford.

5.30 p.m. Nos. 1 and 2 Sections Arty. Batty. and Left Section M. G. Co.—10 pdr. Gun drill (laying, rangetaking and signalling) at Headquarters—Sergt. McCubbin will attend.

5.30 p.m. Centre Section M. G. Co.—Musketry exercises and Skirmishing on Cricket Ground.

5.30 p.m. Civil Service Co.—Lecture at Headquarters.

5.30 p.m. Scouts Company—Company drill and Rifle exercises on Cricket Ground.

5.30 p.m. Stretcher Bearer Section—Instructions at Headquarters.

Remainder, Nil.

Note.—Units are to assemble at Headquarters at 6.15 p.m. when Princess Mary's Christmas Gift will be distributed to members present who were serving in the Corps on Christmas Day, 1914.

INSTRUCTION OF ARMS.

2.—Members of Left Section M. G. Co. will return their rifles and bayonets to Headquarters before 10 a.m. on Wednesday, 15th instant for inspection. They will be ready for re-issue on Thursday, 16th instant.

DETAIL.

3.—Gun Club Hill, Kowloon.
On duty until morning of 20th inst.—Right Section M. G. Co.
Officer on duty: Lieut. Kennett.
Detention Camp, Kowloon.
On duty to-night: Scouts Co.
Officer on duty: Capt. Hutchison.
On duty to-morrow: Scouts Co.
Officer on duty: Capt. Stewart.
Orderly Officer until 20th inst.—Lieut. Wright.
Orderly Sergeant until 20th inst.—Corpl. Hamilton.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVE.

ORDER BY MAJOR WAKEMAN, COMMANDING H.K.V.R.

Prisoners of War Camp and Gun Club Hill—Picquet.

The H.K.V.C. will relieve the H.K.V.R. on Monday, the 13th instant.

NEXT FOR DUTY.

PRISONERS OF WAR CAMP.

Monday, 20th instant, Sections 1 and 2 of A Co.

Tuesday, 21st instant, Sections 1 and 2 of B Co.

Wednesday, 22nd instant, Section 1 of C Co.

Thursday, 23rd instant, Sections 3 and 4 of A Co.

Friday, 24th instant, Sections 3 and 4 of B Co.

Saturday, 25th instant, Sections 2, 3 and 4 of C Co.

GUN CLUB HILL.

Monday, 20th instant, Sections 3 and 4 of A Co.

Tuesday, 21st instant, Sections 3 and 4 of B Co.

Wednesday, 22nd instant Sections 2, 3 and 4 of C Co.

Thursday, 23rd instant, Sections 1 and 2 of A Co.

Friday, 24th instant, Sections 1 and 2 of B Co.

Saturday, 25th instant, Section 1 of C Co.

RECRUITS.

Recruits will parade on the Cricket ground on Wednesday, the 15th instant and Thursday, the 16th instant at 5.15 p.m. Dress: Drill Order, Shirt Sleeves.

PARADES.

"A", "B" and "C" Companies will parade on Friday, the 17th instant on the Cricket ground at 5.15 p.m. Dress: Drill Order, Shirt Sleeves.

PROMOTION.

Lance.-Sergt. J. H. McHutchon is promoted Sergeant.

POSTINGS.

Sergt. J. H. McHutchon is posted to Section 3 Co. "B".

Lance.-Sergt. J. A. Young is posted to Section 2 Co. "B".

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

PATROLS.

Tuesday, September 14th:—

5.50 p.m.—Inspector Wilden, P.Cs. Potters, Butterfield, Arnold (3), Eustace (3), F. Hobbs (5), W. Hobbs (5), Wilks (8) and Goodwin (8).

8.50 p.m.—Crown-Sergeant, Sirdar Khan and seven P.Cs. to be detailed by him. Inspector Watt will visit.

Wednesday, September 15th:—

5.50 p.m.—P.Cs. Robertson (3), Doughty (3), Bunje (5), Ireson (5), Nicoll (8) and Bryan (8). Crown-Sergeant Langley will visit.

8.50 p.m.—Chief Inspector Mason and P.Cs. Ormiston, Witchell (3), Sergeant Chinchen (3), P.Cs. Williams (5) Rosser (5), and two men to be detailed by Inspector d'Almada for No. 8.

Thursday September 16th:—

5.50 p.m.—Sergeant Suffiad and seven P.Cs. from Indian Co. The Sergeant-Major will visit.

8.50 p.m.—P.Cs. Hooper (3), Sleat (3), Gibson (5), Bowen-Rowlands (5), Wright (8) and Reynolds (8).

Patrol men are made absolutely responsible for providing substitutes when necessary.

PARADE.

Monday, Sept. 13th—Indian Recruits, rifle exercises, under Sergeant-Major Indian Platoon under own Commander.

Tuesday, Sept. 14th—All Chinese Recruits for Rifle Exercises under Chief Inspector.

CARRYING RIFLES.

The 3rd Portuguese and 2nd Chinese Platoons will carry rifles and ammunition during the week commencing Sept. 13th.

F. C. JENKIN,
D. S. P. (Reserve).

FOOLING A NATION.

GERMAN DELUSIONS AFTER A YEAR OF WAR.

From a Dutchwoman who has resided in Germany from the beginning of the was until last month, when she left Berlin to join her family in London, Mr. F. W. Wile, formerly in Berlin as the correspondent of the *Mail*, has secured a remarkable account of conditions in Germany after, as they call it there, "a year of triumphant warfare."

She describes Germany as a nation of hypnotised men, women, and children, blinded by the conviction that the war is won and is being continued only in order to make the Kaiser's victory absolute, crushing, and irretrievable.

The Germans, she says, have been brought to this state of mental intoxication by the most extraordinary methods of official suppression and deception. The truth is told them only when it is palatable.

Public confidence is now esteemed by the German military régime as quite as valuable an asset for the prosecution of the war as ammunition itself. Nothing even remotely likely to undermine that confidence is permitted either to be published in the newspapers or to be talked about.

WHAT THEY THINK.

The same wholesale system of befooling the people invoked to hide the original causes of the war is now in operation with regard to its past, present, and future phases.

The informant's observations may be summarised as follows:—

Germans think:—

1. That Russia is "finished," and that as soon as Hindenburg releases a million or so of his conquering heroes from the East they will be transferred to the West, and a crushing blow then be delivered against the French and the British.
2. That a new burning gas, invented by the well-known Pintsch Company of Berlin, which produces a blaze covering an area of 110 square feet, and beneath which no living thing can survive, will blast a way through the Allied lines barring the way to Calais and Paris.
3. That although the war is a year old and neither Zeppelins nor submarines have accomplished all that was hoped, they have nevertheless effectually "terrified" London and "wrecked" British sea commerce.
4. That England can do and is doing nothing, in a military sense, and that her French and Russian Allies, realising British "impotence," are on the verge of internecine strife with her.
5. That having kept the British Navy from German ports and from delivering an attack on the German Fleet, and having driven the invading armies from practically every inch of German-Austrian soil, while occupying "tens of thousands of square miles" of enemy territory, German has "won the war," and nothing can now wrest victory from her.

"COCKSURENESS GONE MAD."

"Just as the baffling calm of London strikes the new arrival as the paramount aspect of the war in England (said the lady), so it is the almost indescribable confidence of Berlin which most impresses one in Germany. It is something more than confidence. It is cocksureness gone mad.

"It will take a terrible reverse, a real and a very tangible one, to shake this spirit, to say nothing of breaking it down. It has been produced in consequence of organized official deception and deluding of the people.

"What happened on July 31st was typical of what I mean. On that day the Kaiser issued his war anniversary manifesto. This was published by the newspapers as a gratis 'extra,' accompanied by the following table:—

Enemy territory occupied, 70,000 sq. miles.
7,000 to 8,000 guns captured.
2,000 to 3,000 machine guns captured.
The foe has occupied:—
416 sq. miles in Alsace.
4,000 sq. miles in Galicia.
Our prisoners of war, 1,695,400, of whom there are in Germany 5,600 Russian officers and 720,000 non-commissioned officers and men, and in Austria-Hungary 3,190 Russian officers and 610,000 non-commissioned officers and men, a large portion of whom were captured by German troops.
Total number of Russian prisoners of war, 8,790 officers and 1,330,000 non-commissioned officers and men.

WHAT THEY ARE NOT TOLD.

"Of course, what the German masses are not permitted to know makes an even more interesting tabulation. For example, the Germans do not realise—because it is never referred to in any way, shape or manner—that

"They have lost:—

1. The bulk of their Colonial Empire of 1,027,000 sq. miles.
2. Their entire over-sea commerce.
3. The use of their merchant marine.
4. Hamburg and Bremen as ports.
5. At least 2,500,000 officers and men in killed, wounded, and captured.

"They hear nothing of these things—not a whisper. They know only about their 'glorious victories' east and west. They know only that their submarines have sunk so-and-so many 'hundred British ships' aggregating so-and-so many hundred thousands of tonnage. They think that submarines have 'paralysed British commerce.' They will not believe thousands of ships are leaving British ports every week for every point of the compass."

The Kaiser's gift, of a lamp for the tomb of Saladin shows how persistently the least original of Germany's plans of world-power is pursued. The present propitiation of Islam is laboriously copied from Napoleon's efforts in Egypt, when he assured the faithful that Frenchmen had severed themselves from "the sect of the Messiah." About the only things that Germany can claim for her own in this war are the poisonous gases and molten flames. And even these might be traced to a source indicated in Scripture.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, September 13th.

PORTUGUESE SOLDIERS SENTENCED FOR MURDER.

The two Portuguese soldiers who murdered the proprietor and wounded a number of other Chinese in a gambling-house on the island of Taipa at Chinese new year have just been sentenced at a court-martial to 28 years' imprisonment each. The last six years of the sentence are to be served in the common gaol. The demeanour of the men was very bad, and they were extremely excited in Court.

STRAY MONGRELS.

A large number of stray mongrels roam about the streets, some of them being in a most miserable condition, and it is time the authorities took steps to get rid of these undesirables. An institution like the Dogs' Home in Hongkong, which is under the ægis of the Police, would render very valuable service.

"STREET CLOWNS."

Some supervision should be exercised over the somewhat truculent behaviour of the local Chinese watchmen. They are mostly recruited from the common class of Chinese, but when they get inside their uniforms, these "street clowns" behave in a manner that leaves much to be desired. They are especially severe on the long-suffering riesha coolie, and the brutal way in which they take advantage of the authority uniform confers to kick and cuff them is most reprehensible. It is especially noticeable at the wharves.

YUNNAN COPPER MINES.

THEIR DEVELOPMENT UNDER OFFICIAL SUPERVISION.

ZINC AND LEAD MINES WILL LIKEWISE BE OPENED.

We take the following from the *Peking Daily News*:—

Yunnan is one of the richest copper districts of the world. The late Ch'ing Dynasty depended on the copper supply from that province for the minting of copper cash. The Imperial Government appointed officials to supervise the mining works, and at one time the Yunnan mines regularly shipped six million catties of copper to Peking every year. The best mines are situated in the Tungchuan district. During the Taiping Rebellion, the mining operations were suspended, the regular supply of copper to Peking was cut off and the Imperial Government had to resort to minting ten-cash copper pieces so as to save material. After the Taiping Rebellion, not much success was obtained in running the mining works. Upon the establishment of the Republican Government, the copper mines were taken over by the Tungchuan Mining Company. This company had a capital of $300,000, the Government supplying one half of the capital. But the capital has never been fully subscribed and the Company has never secured satisfactory results in the development of the mines. Consequently, the output is limited, and as the adoption of antiquated native methods means greater expenses, the price quoted by the Company for its copper is high. Thus the various Government Mints found it unprofitable to purchase Yunnan copper and therefore the raw material for the minting of copper coins was all secured from Japan, and other countries.

The Government recently organised the Gold Mining Bureau under the Ministry of Finance for the purpose of controlling the gold, silver, copper and other metals necessary for the minting of coins. The Ministry of Finance now requests that a high official be appointed to superintend the development of the copper mines at Tungchuan. The Tungchuan Miming Company will be taken over by the Government so that better results may be secured. The lead and zinc mines will also be developed under official supervision. Mr. Sung Lien-kuei has been appointed Director-General of the Tungchuan Mines by a recent Mandate.

KWANGTUNG FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund:—

T. T. from the Chinese Consul, Penang	$ 9,210.00
Per Man Fat Shing from Hin Kwong Guildhall, Touron	176.08
Proceeds of sales of the Canton Nam Yeung Brothers Tobacco Co.'s cigarettes at Captain Tom Gunn's Aviation Meeting at Shatin	146.80
	3.00
Mr. Wong Ting Hing	
Messrs. Ah Kwong & Co. of Perth, West Australia	50.00
Already acknowledged	$521,368.88
Total	$530,954.76

"ME AND GOD."

THE KAISER ACKNOWLEDGES THE ALMIGHTY!

The following story about the Kaiser, supposed to have been related by the Archbishop of Cologne, is quoted in the *Heimdal*, a Danish paper in Schleswig, which refers to it as an example of the Kaiser's "characteristic self-effacement":—

The Archbishop, it is declared, having taken occasion to congratulate his Majesty on the recent Eastern successes, the Kaiser held up his hands deprecatingly, turned his eyes to heaven with the most indescribable expression of intense gratitude and religious fervour which the Archbishop had ever witnessed, and said: "It is He up there who is helping me. I know it. Thank Him, not me."

ALLEGED BAD TINNED MILK.

ACTION IN THE SUMMARY COURT.

A claim arising out of the purchase of 55 cases of tinned milk ("Eagle" brand) came before Mr. Justice Gompertz in the Summary Court yesterday. H. Honda, of 26 and 27, Praya East, trader, sued Chan Yuen, of 6, Cochrane Street, provision dealer, for $135, damage suffered by him by reason of the inferior quality of 13 cases of condensed milk to that required by the verbal contract entered into between the parties.

Mr. W. B. Hind appeared for the plaintiff, and Mr. P. S. Dixon for the defendant.

Mr. Hind said the cases of milk were purchased last year by the plaintiff from the defendant, and 15 cases were to be delivered on board the Japanese cruiser *Iboaki* and 40 cases on board the cruiser *Chikuma*. The cases were delivered on board at the request of the plaintiff, but the latter did not see them prior to delivery. The cruisers left Hongkong, and when they got to Singapore the milk was found to be unuseable and unsaleable. It was bad. Letters were written both from the *Iboaki* and the *Chikuma* complaining that the milk was bad, and finally the milk forwarded to the *Iboaki* was sent back to Hongkong and arrived in January this year. Plaintiff then saw the defendant and there were certain negotiations, which came to nothing, and the writ was finally issued in respect of the balance of the 15 cases. If his lordship glanced at the writ he would find that the plaintiff had credited the defendant with $7.25 per case, half the purchase price of the milk. He put that figure in because he understood from what he had been told by certain people in the Colony that when milk was not good but still saleable it was the common practice to allow half value.

His lordship—Who drinks this milk that is not good but still saleable?

Mr. Hind said it was not a question of that. There was sugar in the milk and it sometimes crystalized, and the milk consequently became slightly solid, but it was still good and useable. He had been informed that under these conditions it was usual to allow half value. He framed his figures accordingly, but he subsequently found that that was not the matter with the milk, and that it was actually sour. He therefore applied to have the credit of $101 to the defendant struck out of the writ, and he sued for the whole amount, $246.13.

His lordship—You want to claim as if the milk were valueless?—Yes, my lord.

Mr. Dixon said the defence was that the tins were perfectly good when they were put on board the cruiser, and they were examined by the plaintiff's fokis. No doubt on the voyage down the milk was put in a hot place or was exposed to the sun and thus became bad. He did not see how plaintiff could get over that.

In answer to his lordship, who said that plaintiff must prove that the milk was bad, Mr. Hind said he purposed calling Mr. H. A. Lammert with reference to the condition of the milk.

His lordship—Does Mr. Lammert know anything about milk?

Mr. Hind—Well, he seems to know something about everything that is bought and sold in the Colony.

His lordship—I know perfectly well what a capable man Mr. Lammert is, but you want an expert on milk, somebody who is engaged in the business.

Mr. Hind—Unfortunately, they won't speak about another brand of milk.

His lordship declined to grant Mr. Hind's request for an adjournment to enable him to make further efforts to procure this expert evidence, and gave judgment for the defendant with costs.

CIGARETTE AND TOBACCO FUND.

FOR THE ALLIED FORCES AT THE FRONT.

Total acknowledged to September 4th, 1915	$6,390.98
"A Mahomedan"	50.00
Hon. Mr. J. H. Kemp	10.00
Mr. C. J. Pirie (further Contribution)	5.00
Mrs. J. Witchell Senior (further Contribution)	5.00
Mr. J. Witchell Senior (further Contribution)	5.00
Mr. C. Thorne	10.00
	$6,475.98
Amount expended	5,939.41
Balance in hand	$ 536.57

There is barely enough to cover a further Consignment. An extract from a letter from the front shows how much our efforts are appreciated.

GEO. J. B. SAYER,
Hon. Secretary and Treasurer.

HONGKONG AND THE HUNS.

R.H.Y.C. EXPEL GERMAN MEMBERS.

The following resolution was unanimously passed at an extraordinary general meeting of members of the Royal Hongkong Yacht Club which took place at the Club House last evening:—

1.—That it is not for the comfort or convenience of the members of the club as a whole, or of the subscribers or visitors thereto, that any member who is the subject of a nation between which and Great Britain a state of war exists should continue to be a member of the club.

2.—That the Articles of Association be accordingly altered by the insertion of the following additional paragraph at the end of Article XXXII., namely:—

"Any member who is the subject of a nation between which and Great Britain a state of war exists shall, *ipso facto*, cease to be a member of the club and shall no longer be entitled to any of the privileges of the club."

Mr. F. SMYTH, Commodore of the Club, who presided, proposed the two resolutions. In doing so he said that the objects of the meeting were sufficiently set out in the resolutions they had heard read and needed little comment from him. They were simply following the lead of all the other British sporting clubs, particularly that of the Bombay Yacht Club, and he thought they all very well realised the necessity for passing the resolutions.

The first resolution was seconded by Mr. A. DENISON and the second by the Hon. Mr. H. E. POLLOCK, K.C., and unanimously carried. Mr. Pollock was also thanked for the legal assistance he had rendered in the framing of the resolutions.

A "GUILD" FIGHT.

A fight which resulted in five men being sent to Hospital occurred yesterday morning at Sai Ying Pun. Inspector O'Sullivan, in charge of the case, informed Mr. Wood at the Magistracy on Monday morning, when a charge of assault was laid against three of the men, that the case was a serious one, as the defendants are alleged to have used a chopper and inflicted some nasty wounds on the complainants, who are at present unable to appear in Court.

Mr. Leo d'Almada, who represented two of the defendants, told his worship that, as at present instructed, the affair was a guild fight, and that he had a good defence on the charges.

His worship, in remanding the case, refused bail until the medical report as to the conditions of the complainants is received.

ORGAN RECITAL.

With the object of replenishing the somewhat depleted Cathedral Organ Fund, the Organist (Mr. Denman Fuller) gave an excellent organ recital last evening. Certain parts of the instrument have again suffered badly from the damp weather, and extensive repairs are urgently necessary. The Cathedral was well filled, but the collection taken up was most disappointingly meagre, the amount only totalling $56.33. The programme was as follows:—

Toccata and Fugue in D minor (Bach); Madrigal (E. Lemare); To the Sea (Macdowell); Au S ir (E. d'Evry); Excerpt, "Dream of Gerontius" (E. Elgar); Requiem aeternam (B. Harwood); Toccata (Widor).

NEW CANADIAN PACIFIC STEAMSHIP CO.

The first meeting of the Canadian Pacific Steamships (Ltd.) was held in Montreal last month. Mr. C. M. Bosworth was elected chairman of the company, and Mr. H. Maitland Kersey appointed managing director, with an office in London, England. The Canadian Pacific Steamships (Ltd.) will commence operations on October 1st, taking over all the ocean steamers now operated by the Canadian Pacific Railway and Allan lines. The head office of the new corporation will be in Montreal.

DEATH OF A FORMER C.P.R. PRESIDENT.

Mr. D. W. Craddock, General Traffic Agent of the C.P.R. Co. in Hongkong, informs us of the receipt from the management of a telegram advising that Sir William Van Horn, late President of the Canadian Pacific Railway Company, passed away on Saturday afternoon, the 11th inst.

A Petrograd telegram says:—The wounded officers lying at the Jacobstadt hospital have given evidence of a German attack on a Red Cross party, of which the Germans killed two Sisters of Mercy and two doctors.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST UNPACKED:

FOLDING FURNITURE.

CAMP BEDS

EACH $8.50 EACH.

MOSQUITO CURTAIN AND FRAME

COMPLETE $15.50 COMPLETE.

FOLDING CAMP TABLES

EACH $8.50 EACH.

FOLDING PORCH CHAIRS

WITH ARMS. DUCK SEATS AND BACKS.

EACH $7.50 EACH.

HAMMOCKS WITH VALANCE AND PILLOW

EACH $12.50 EACH.

FOLDING DECK CHAIRS

IN STRIPED CANVAS.

EACH $3.50 EACH.

LANE, CRAWFORD & CO. [22

SAKURA BEER.

SOLE AGENTS:
SUZUKI & CO.,
ALEXANDRA BUILDING,
TEL. No. 468.

Hongkong, 12th August, 1915. [855

WESTMINSTER TURKISH "SPECIALS."

The great European war has made no difference to the blend of he Tobacco used for these Cigarettes as the Manufacturers have always tearried in their London bonded warehouses stocks of Turkish leaf sufficient for three years.

The steadily increasing demand is proof of the high quality of the Tobacco used in the Manufacture of these Cigarettes.

$1.25 a tin of 50 Cigarettes.

SOLD BY—
THE HONGKONG CIGAR STORE. KELLY & WALSH, LTD.
LANE, CRAWFORD & Co. A. S. WATSON & Co., LTD.

A sample tin of 50 Cigarettes can be obtained by sending $1.00 Note to the Agents.

BRITISH-AMERICAN TOBACCO CO., LTD.

Hongkong, 14th September, 1915. [976

NEW ADVERTISEMENTS

WANTED.

SMALL FURNISHED HOUSE or FLAT, 4 ROOMS, from November, on Peak or Higher Levels.
Reply—
"D.,"
Care of "Daily Press" Office.
Hongkong, 14th September, 1915. [977

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
TO-DAY (TUESDAY),
the 14th September, 1915, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A QUANTITY OF
ELECTRO-PLATE, BINOCULARS, BAROMETERS, ETC., ETC.
Comprising:
Coffee and Tea Sets, Claret Jugs, Toast Racks, Salvers, Cruet Stands, Gongs, Dish Covers, Biscuit Boxes, Heavily Plated Spoons and Forks, Butter Knives, Fish and Dessert Knives and Forks, etc., Several Pairs Powerful Binoculars, Opera Glasses, Barometers, etc., etc.
On view MONDAY.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th September, 1915. [978

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.
(IN VOL. LIQUIDATION).

NOTICE IS HEREBY GIVEN to all persons who were Shareholders in the above Company on 26th October, 1914, and who have not yet applied for the corresponding allotment of shares in the YANGTSZEPOO COTTON MILLS, LTD., Shanghai, to which they were entitled under an Agreement dated 26th October, 1914, that unless application for an allotment is made to me on or before 17th September, 1915, the said shares will be sold without further notice.
C. BERNARD BROWN.
Liquidator,
Alexandra Buildings,
HONGKONG.
Hongkong, 3rd September, 1915. [931

$2,000 REWARD.

WHEREAS at about 10 p.m. on the 8th September, 1915, two men, aged between 20 and 30 years, dressed in dark clothing and armed with daggers, attacked and stabbed a Chinese gentleman named SIU UN in St. Francis Street, Wanchai, A REWARD of TWO THOUSAND DOLLARS ($2,000) will be paid by the undersigned to any person who shall give such information as shall lead to the arrest and conviction of the said two men.
(Sd.) C. McI. MESSER,
Captain Superintendent of Police.
Hongkong, September 9th, 1915. [964

NOTICE.

MESSRS. JARDINE, MATHESON & Co., LTD., have DISMISSED their Piece Goods Broker—AH SUN (YEUNG SUNG)—and he no longer represents them for the Sale of any Goods.
Hongkong, 11th September, 1915. [968

NOTICE.

THE Master of the S.S. "MANAPOURI" hereby notifies that he will not be Responsible for any Debts incurred by any Member of his Crew.
F. A. MAXWELL,
Master.
Hongkong, 10th September, 1915. [966

WANTED.

THE Services of NURSE or good travelling AMAH for Children in return for first-class passage to England.
Apply to—
"C.,"
Care of "Daily Press" Office.
Hongkong, 7th September, 1915. [944

WANTED.

JAPANESE, 31 years of age, Married, Seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial.
Write— O. SAKAI,
No. 11, D'Aguilar Street.
Hongkong, 18th August, 1915. [871

FOR SALE.

THE Hulk of the former Revenue Steamer "FEIHOO" as it now lies in Canton Harbour. Offers may be sent to the—
COMMISSIONER OF CUSTOMS,
Canton.
Canton, 9th September, 1915. [967

FOR SALE.

PACIFIC MAIL S.S. Co.'s GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 243, Kennedy Town, Crown Rent $160.00 per annum, together with permanent STEEL PIER opposite Godowns, and upon which the Crown Rent is $300.00 per annum.
STEAM LAUNCH "AMERICA" in first class condition, having been stripped and thoroughly overhauled in 1914.
For further information apply to—
R. C. MORTON,
Agent.
Hongkong, 24th August, 1915. [888

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-EIGHTH HALF-YEARLY DRAWING OF 85 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on THURSDAY, the 30th September, 1915, will be held in the Club House at 11 o'clock, A.M., on MONDAY, the 20th September, 1915.
Bearers of Debentures are invited to attend the Drawing.
By Order,
R. DES VOEUX,
Secretary.
Hongkong, 10th September, 1915. [970

G. R.
NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738

SAVE YOUR BLADES
75 Cts. per Dozen.
GIVE YOUR RAZOR A NEW LEASE OF LIFE.
Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, Pocket Knives, Surgical Instruments, etc.
WE SHARPEN EVERYTHING.
CAMPBELL, MOORE & Co., LTD.
Hongkong, 22nd July, 1915. [667

FRENCH LESSONS
G. MOUSSION.
15, MORRISON HILL ROAD.
[892

NEW CARTRIDGES.

BY popular English manufacturers In all Bores and Sizes.
SMOKELESS POWDER and CHILLET SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 4th February, 1915 [509

A. LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 4th February, 1915. [516

DRINK
ALLSOPP'S
BRITISH PILSENER
BEER.
SOLE AGENTS:
CALDBECK, MACGREGOR & C.
WINE & SPIRIT MERCHANTS,
15 QUEEN'S ROAD CENTRAL.
[48

HOUSES TO LET.

TO LET.

NO. 171, MAGDALENE TERRACE, THE PEAK. Nos. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 10th September, 1915. [963

TO LET.

THE Premises No. 88, SHAMEEN, B.C. Canton; comprising DWELLING HOUSE, GODOWNS and OUTHOUSES lately occupied by Messrs. F. BLACKHEAD & Co.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 24th August, 1915. [891

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.
Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [875

NOTICE.

TO LET—A HOUSE at Observatory Villas Kowloon.
Apply to—
ARRATOON V. APCAR & Co.
Hongkong, 6th July, 1915. [739

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply—
CLARK & Co.,
Opticians.
Hongkong, 29th June, 1915. [705

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour Immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914 [39

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915 [45

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, Immediate possession; and FOUR-ROOMED FLATS in May Road, Hongkong, with possession on or about 15th October next, English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
IAN MOR, 16, Peak Road, 7-ROOMED HOUSE, possession November 15th.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 6th September, 1915. [858

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order Tennis Court and Garden.
Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [876

TO LET.

FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Dennys & Bowley.
HOUSES in Broadwood Terrace.
HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 13th September, 1915. [33

香港中外新報
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China etc
Terms for Advertising (Translation free) can be obtained at the Office, 10A, DES VOEUX ROAD Central, Hongkong, 131, Fleet Street, London or from the different Agents
Documents translated from or into Classical or Colloquial Chinese.

INTIMATION

BY APPOINTMENT.

WATSON'S
STONE
GINGER-
BEER.

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

90 CENTS PER DOZ.

TRADE MARK

A. S. WATSON & CO., LTD.,
ÆRATED WATER MANUFACTURERS.
[13

DEATH.

IMHOOF.—On Monday, September 13th, 1915, at the Peak Hospital, Hongkong, after a serious illness, W. IMHOOF, of T. E. Griffith, Limited, Shameen, Canton.
Funeral passes the Monument at 10 a.m. to-day (Tuesday).
[976

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1915.

REFLECTIONS ON THE WAR

THE failure of the Russian army to maintain the position it had won at the cost of hard fighting is to be regretted, not only for the sake of the Russians themselves but also for the sake of Belgium. The ideal triumph for the Allies would be to occupy Germany without causing further destruction in Belgium, a country which has already suffered enough, and the only means by which this can be effected is by the invasion of Germany from the eastern or north-eastern frontier. The German successes in the East have, however, postponed any such operation for many months, and while the recuperative power of the Russian army is such that Germany can hardly hope to hold the new positions she has won for any length of time, it seems inevitable that the next effort to dislodge Germany must come from the West. All the evidence goes to show that the Russian troops made the utmost possible resistance to the German advance, and the conclusion to be reached, therefore, is that they were handicapped by circumstances over which they had no control—the chief of which was the lack of guns and ammunition. The German superiority in this respect has been shown on all the fighting lines, and Russia cannot be blamed for lack of preparation which she shared with her Allies. We can only express admiration for the troops which, fighting under such conditions, have so stubbornly contested each position, and are now, happily, not without good prospects of recovering at no distant date much of the lost ground. Some criticism has been directed against Russia's Allies on the western front for their failure to come to her assistance by drawing some of the enemy's forces over to that side, but such criticism fails to take into account the fact that the ultimate object of the Allies is to win. If such an advance had been attempted in the unprepared conditions which still presumably prevail, it might well have ended in failure and useless sacrifice of lives with nothing accomplished. The statement made some time ago by a neutral observer, that Germany had massed the bulk of her forces on the eastern battle line and was holding the western line with an extraordinarily weak force, has not been borne out by more recent calculations which place the German forces on both frontiers as pretty equally divided. Moreover, it can hardly be presumed that the commanders of the British and French forces are without knowledge of the strength of the army opposing them. Had the enemy been as weak as alleged it is certain that the offensive would have been taken, as the lack of munitions would have been compensated for by the superiority in numbers. The patient attitude of the Commander-in-Chief is plain evidence that he is not at present in such a superior position as to warrant his acting on the offensive. The Russian failure is, in fact, a warning of the necessity of being fully prepared before venturing to make an advance. How far the Allies on the western front are from a state of preparedness it is difficult to say. It may be that the blow which, if the KAISER'S words, is "to make Europe tremble," will be struck before the Allies consider an advance advisable; it may even be that they are waiting for that blow with the object of allowing the Germans to beat out their strength in their effort to break through the defences, in much the same way as the Japanese wrestler makes use of the strength of his opponent to defeat him. In any case, however, it appears inevitable that the sufferings of Belgium must be increased before they can be relieved; that the Germans will not retire from the country without a severe struggle that will spread further desolation. Judging from their actions in the past the threat of the Germans to destroy Brussels in the event of their being compelled to retire from the city is not an idle one. Buildings in the Belgian capital are said to be mined in readiness, and while it is not apparent what benefits would arise from such an act of destruction, German ruthlessness has already been too plainly shown not to be accepted as a factor in the problem. It may, of course, be said that Germany will eventually have to pay for any further destruction that she causes, but there are many things which no amount of compensation can pay for, and these include, if the temper of the Belgian people be as reported, the sacrifice of many innocent lives. German "frightfulness" does not appear to have the effect intended, that of cowing the people against whom it is directed. In whatever direction it has been used, its result has been to increase rather than allay the opposition to German domination. Such has been the case in Belgium, and it is probable that when the end of the German occupation draws near there will be an insurrection of the people against the invaders which will add to the terror of the final scenes. Germany can never hope to expiate her crime by any amount of compensation which she may be able to pay.

Mails for Europe *viâ* Siberia close to-day at 11 a.m. and at 3 p.m.

Mr. E. H. Sharpe, K.C., has gone on a short visit to Indo-China.

Mr. O. H. Ritter, who has been the agent of the Pacific Mail Co. in Shanghai, has joined the Standard Oil Co.

A number of women police have been engaged in Peking to search the baggage of women travellers in the import tax and octroi stations.

Even in China serious attention is being paid to aviation. We read in a Peking paper that seventy-eight students took the examination of the Aviation School at Nanyuan the other day, and the President has selected fifty of them.

According to reports current in financial circles in New York last month, seven million dollars (gold) was the price paid the Pacific Mail Steamship Company for the five steamships recently acquired by the Atlantic Transport Company.

Thursday next, the 16th inst., is President Yuan Shih-kai's birthday. He will then be 56 years of age. A notification has been inserted in the Peking *Government Gazette* that the President will not accept any birthday congratulations.

Princess Mary's Gift to the Volunteers who were serving in the local Corps on Christmas Day, 1914, are to be distributed at Headquarters at 6.15 this evening.

Owing to a derailment at the Kowloon Railway Station on Sunday afternoon, the train by which golfers who had been playing on the Fanling course were to have returned to the city could not proceed. The Canton express was ordered to make a stop at Sheung Shui and the golfers entrained for Kowloon on this instead of the local.

The sailing of the M. M. steamers of the 18th September and 2nd October for Europe have been cancelled on account of s.s. *Cordillere* being under repairs at Yokohama. The next outward s.s. *Magellan* is to be stopped at Saigon on her arrival there for immediate return to France. Consequently the M. M. Co.'s first steamer from Hongkong for Marseilles will be the *Paul Lecat* on October 16th.

We are interested to learn from a Yokohama contemporary that "the Right Hon. Sir Claude Severn, Colonial Secretary at Hongkong, has been enjoying the romantic scenery of both Miyanoshita and Hakone." When the Colonial Secretary left Hongkong less than a month ago he was merely the Hon. Mr. Claud Severn. The brief holiday seems to have brought him added dignities, but we withhold our congratulations until official confirmation is received.

There will be another aquatic fête at the Victoria Recreation Club's Baths on Thursday evening, commencing at 9 o'clock. An excellent programme has been arranged, and entries are numerous. There will be a Ladies' Nomination race over 100 yards (handicap), for which there are 19 entries. For the plunging event there are 20 entries, and the handicaps are sealed. There will also be exhibitions of high diving, water polo, etc. The Orchestra of the Sociedade Philarmonica will play selections of music.

WELL-KNOWN CANTON OARSMAN DEAD.

Many local rowers will regret to hear of the death of Mr. W. Imhoof, the well-known oarsman of the Canton Rowing Club. The deceased entered the Peak Hospital on Thursday suffering from double pneumonia, and, gradually sinking from the first, passed away yesterday about 1 p.m. Imhoof was very well-known to the members of the Royal Hongkong and Corinthian Rowing Clubs, he having stroked the Canton crew in their contests against the Hongkong rowers on many occasions. The flags at the two Clubs were flown at half-mast yesterday out of respect of the deceased oarsman. Mr. Imhoof was with the firm of Messrs. T. E. Griffith, Ltd., of Shameen, Canton.
The interment takes place at Happy Valley this morning.

UNIVERSITY OF HONGKONG.

PRESIDENT YUAN SHIH KAI'S SCHOLARSHIPS.

As stated briefly in recent telegrams, His Excellency the President of the Republic of China has founded five Scholarships at the University of Hongkong. These Scholarships are of the annual value of $400 each, tenable for five years, and one will be awarded every year to a student of Chinese nationality. The conditions of the award will be published at an early date.

CHINESE BOY KNOCKED DOWN BY TRAM.

FATAL ACCIDENT INVESTIGATED.

The circumstances attending the death of an eleven-year-old Chinese boy, who was knocked down by an electric tram-car near Whitty Street on the 3rd inst. were investigated by the Coroner (Mr. J. R. Wood) and a jury composed of Messrs. E. Des Vœux, J. Smirke, and J. J. Gosano at the Magistracy yesterday.
Evidence showed that the boy was engaged in sweeping rice from the road when tram No. 5 came along. The driver saw the boy when about three cars' length distant, and rang his bell and reduced the current. The boy, however, ran right across in front of the car, and was knocked down. He was removed to the Government Civil Hospital, and died on the following day. There was a *post-mortem* examination, and Dr. Moore certified death to be due to fracture of the pelvis and rupture of the bladder.
The jury returned a verdict of Accidental Death, and exonerated the driver of the car from blame.

THE WAR.

AMERICA AND GERMANY.

GRAVE AND DELICATE SITUATION.

RUSSIA'S GREAT REVIVAL.

POSITION OF ARMIES DAILY IMPROVING.

GREAT AUSTRO-GERMAN LOSSES.

A QUIET SPELL IN GALLIPOLI.

[THROUGH REUTER'S AGENCY.]

AMERICA AND GERMANY.

GRAVE AND DELICATE SITUATION.

WASHINGTON, September 13th.

President Wilson is shortly expected to give a definite indication of his attitude in regard to the latest German-American developments. The gravity and delicacy of the situation is generally admitted, though it is known that the President's advisers are divided into opposing camps—one urging immediate rupture of diplomatic relations in view of the obvious insincerity and evasions of Germany with respect to the *Arabic* Note; the other still hopeful of the possibility of making Germany conform to International law and humanity by diplomatic negotiations, though unofficial reports that Germany on Saturday handed the Ambassador to Berlin a Note justifying the attack on the Cunard liner *Orduna* has come to them as a shock.

Public opinion is described in the *New York Herald* as sickened by Germany's brazenness amd want of veracity. The journal declares that it is of no use awaiting Germany's excuses for the *Hesperian* outrage. The time had already arrived for definite and conclusive action.

IRRITATION AGAINST COUNT BERNSTORFF.

WASHINGTON, September 13th.

Irritation in official quarters against Count Bernstorff, the German Ambassador, has been increased by a widely published statement that the Minister has expressed views to the effect that if he is handed his passports Germany will order her submarines to attack all passenger ships at sight; and "this will inevitably lead to war with the United States."

Count Bernstorff has unexpectedly arrived at Washington for the purpose, it is believed, of explaining the above statement to Mr. Lansing, the Secretary of State.

AN "AUDACIOUS" EXCUSE.

WHITE STAR LINE AND THE "ARABIC" OUTRAGE.

LONDON, September 13th.

The White Star Line, in a statement, says that the German excuse for the torpedoing of the *Arabic* is most audacious, and is not supported by facts. There is not the slightest question that the *Arabic* did not try to ram the submarine, for the simple reason that the latter was not seen by the *Arabic's* Captain. Moreover, the *Arabic* did not try to escape, but only put the helm hard over when the torpedo was seen.

AUSTRIA ANGRY WITH UNITED STATES.

LONDON, September 12th.

Austria is extremely angry at the dismissal of Herr Dumba, and the American Embassy at Vienna is being specially guarded by the police. A section of the people is demanding that diplomatic relations with the United States shall be broken off.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FEAR OF A RUSSIAN WINTER.

AUSTRO-GERMAN EFFORTS TO FORCE MATTERS.

PETROGRAD, September 13th.

The Austro-Germans, faced by the fact of the approaching winter, are striving desperately from one side to the other for a decisive blow. They have not only been unsuccessful hitherto, but the Russians are seriously threatening the Austro-German right wing under the eyes of Rumania.

A *communiqué* shows that Field Marshal von Hindenburg is fought to a standstill around Riga. Undoubtedly the Germans' greatest effort in the north was to batter a way through by large quantities of siege guns and strong field artillery to the railway between Dvinsk and Vilna.

The brilliant fighting of the Russians at Skidel was a triumph of bayonet work, while in Zelviamka, in a battle to the north of the Pripet marshes, the enemy used poison gas, which, however, proved ineffective.

The Russians are making the Germans pay dearly for such tactics.

The armies of Prince Leopold and General von Mackensen are still wallowing in the marshes.

Intense artillery preparation could not pave the way for successful isolated attacks, but, generally, there have been only minor cannonades and outpost skirmishes in this marsh country.

The Russians continue to advance in the Tarnopol region, and are breaking through a stubborn resistance.

The newly-formed Austrian regiment, Sixth Chassours, were entirely destroyed, while the remainder of the enemy in the face of the Russian attack fled, leaving another 39 officers and 2,500 men, who were taken prisoners, and sixteen quick-firers. It is noteworthy that a company of motor quickfirers greatly assisted to rout the enemy.

The Austro-Germans began an important retreat in the direction of the Dniester. The Austrians attempted a counter-offensive close to the Roumanian border, supported by fierce efforts and by poisonous gas, but the Russians magnificently held firm and completely swept away several masses of Austrians by rifle fire. Shortly afterwards, the Russians were able to move forward in this eastern sector and repel a series of furious Austro-German counter-attacks. They drove the enemy from the region of Tloust on the Sereth, taking 13 officers and 800 men prisoners.

A WARNING AGAINST GERMAN REPORTS.

The *communiqué* utters a warning against the German reports in which they are trying to minimise their recent defeats in which they suffered the heaviest losses of men, material and guns. The Germans will also try and find a significance in our victory coinciding with the Tsar taking command, but as a matter of fact the blow was planned by the local Commander, who learned from scouts of a favourable opportunity for attacks.

[THROUGH REUTER'S AGENCY.]

FURTHER RUSSIAN SUCCESSES.

AUSTRIANS RETREATING TO THE DNIESTER.

HEAVY LOSSES OF THE GERMANS.

PETROGRAD, September 13th.

A *communiqué* mentions that in the fighting north of Tarnopol the Austrian attacks were repulsed with enormous losses, though the enemy were greatly reinforced and made attacks under cover of a cloud of smoke over a mile long. The Russians in this fighting were greatly assisted by armoured motor-cars which dashed to the front of the enemy's defences and remained there for hours pouring an incessant hail of bullets from their machine guns.

LATER.

The *communiqués* are now longer and more detailed, breathing a spirit of confidence.

Last night's *communiqué* concludes as follows:—

"Generally speaking, we continue the execution of our plan, which is daily improving the position of our armies."

It recounts another Russian success north of Tarnopol, where 91 officers and 4,200 men, including Germans, were captured, besides nine machine-guns and much other booty.

The Russians south of Tarnopol also took the offensive yesterday, while the Austrians along the Sereth river continue to retreat towards the Dniester, pursued by the Russians, who have taken many prisoners.

The Germans in the North, in the region of Dvinsk, also in the direction of Vilna and Central Poland, in the vicinities of Skidel and Rovno have been strongly reinforced and are attacking fiercely, but the Russians are resisting stubbornly and are taking hundreds of prisoners in frequent counter-attacks.

The *communiqué* does not confirm the German claim to the capture of Skidel.

It states that according to the accounts of prisoners, the Germans are excessively fatigued and their losses in the past three days in killed alone have amounted to a hundred per company.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MORE ARTILLERY DUELS.

PARIS, September 13th. 1.15 a.m.

A *communiqué* states that artillery duels have continued as heretofore in Artois, especially at Neuville, and also in Champagne, between the Meuse and the Moselle, and in Lorraine.

BOMBARDMENTS INCREASE IN VIOLENCE.

PARIS, September 13th. 5.30 p.m.

The bombardments are more violent than ever. There has been incessant hand grenade fighting in the region of Arras, and fierce artillery actions around Roye and Champagne.

The enemy attempted an attack in Argonne which was completely repulsed.

A *communiqué* says that the French guns in Lorraine proved effective against the German positions and concentrations of troops. The Germans, in attempting to debouch, were enveloped in a curtain of fire from our guns and infantry.

German aeroplanes threw some bombs at Compiegne. French aviators replied in a most efficacious manner, attacking the hangars at Brayelle with heavy bombs.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ENEMY SUBMARINES OFF CRIMEAN COAST.

PETROGRAD, September 12th.

From the Black Sea comes the news that enemy submarines have appeared off the Crimean coast and that destroyers and hydroplanes are now locating them.

LATER.

A *communiqué* states that a Russian patrol boat encountered on the Crimean coast an enemy submarine, which quickly retreated when shelled.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

OPERATIONS IMPEDED BY FOGS.

ROME, September 13th.

Frequent fogs are impeding operations in the Tyrol, Trentino, and Carnia.

A *communiqué* says: The enemy attempted under cover of darkness to make a surprise attack in the valley of Slatenik in the Plezzo basin. The Italians waited without firing a shot until the enemy was close, and then they rushed in with the bayonet and scattered the Austrians after a violent fight.

Strong Austrian forces are massing at Tolmino, and in the Lower Isonzo regions, where the enemy are building works of an almost permanent character.

The Austrians again shelled Monfulcone dockyard, damaging some steamers.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

AT THE DARDANELLES.

TRENCH WARFARE.

PARIS, September 13th.

A *communiqué* states that the last five days at the Dardanelles have been quiet. The Turks in the northern zone on different occasions opened a violent artillery fire but remained in their trenches. Nothing noteworthy has occurred in the southern zone except the effective work of our trench mortars which wrecked two small forts and inflicted appreciable loss on the enemy.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

ANOTHER AIR ATTEMPT ON ENGLAND.

LONDON, September 13th.

An official announcement says that Zeppelins attempted a raid last night on the East Coast. Bombs were dropped, but there were no casualties and no damage.

GENERAL.

[THROUGH REUTER'S AGENCY.]

NEW YORK EXCHANGE.

A RECOVERY.

LONDON, September 13th.

The activities of the Anglo-French commission in New York has caused a spurt in the cable transfer to London to 4.71½, which is the highest point touched since the recent slump, and closed at 4.70½, with the dealers keen on keeping their books even in expectation of an announcement of a loan or credit which would send exchange nearer the normal.

NEW YORK, September 13th.

The members of the Anglo-French Financial Commission were the guests for the week-end of prominent bankers. Lord Reading was a visitor at Mr. J. P. Morgan's country house, which was strongly guarded. Unusual precautions were generally taken to protect the Commissioners.

ARMENIANS IN TURKEY.

TURKISH CONCESSION TO BULGARIA.

SOFIA, September 13th.

The Premier has informed the Armenian deputation that Bulgaria will soon take over the Adrianople railway and thus gain free access to the port of Dedeagatch.

[The deputation asked the Premier to intervene on behalf of Armenians in Constantinople, where the position was desperate.]

THE TROUBLE IN PERSIA.

PETROGRAD, September 12th.

French, Russian, and some British residents have left Ispahan for Teheran with an escort.

FEEBLE RESPONSE TO THE GERMAN WAR LOAN.

PARIS, September 13th.

An official note says that the German people are making a feeble response to the German war loan.

ANNAMITES AS MUNITION WORKERS.

PARIS, September 13th.

A Marseilles message says that 574 Annamites have arrived to work in the French munition factories.

[THROUGH REUTER'S AGENCY.]

D.S.O.'S FOR NAVAL OFFICERS.

LONDON, September 13th.

The *London Gazette* announces the award of ten naval Distinguished Service Orders, including the following:—

Commander C. P. Talbot, for sinking a German destroyer off the enemy's coast on July 26th while on patrol duty in his submarine.

Commander J. B. Waterloo, for minesweeping in the Dardanelles.

Lieut.-Commanders G. Herbert, C. C. Dobson and A. D. Cochrane, who in submarines in the Sea of Marmora, greatly damaged enemy shipping, blocked the railway line at Avaburnu, and then shelled a troop train and blew up three ammunition cars.

Squadron-Commander Bigsworth, for sinking a submarine from his aeroplane. Under heavy fire from the shore batteries he displayed great coolness, descending to 500 feet, and after several attempts got a good line for dropping bombs.

DEATH OF A C.P.R. MAGNATE.

LONDON, September 13th.

The death is announced of Sir William Van Horne the Canadian railway magnate.

[HAVAS SERVICE.]

FRENCH SHIPS SUNK.

PARIS, September 11th.

A German submarine sank the transatlantic ships *Audr* and *Ville de Mostaganem* in the Mediterranean Sea. The crews were saved.

SHANGHAI COTTON MANUFACTURING CO., LTD.

Messrs. Benjamin & Potts are in receipt of telegraphic advice from their Shanghai office regarding the above Company as follows:—Profit for year ending 30th June, 1915, Tls. 555,000; depreciation, Tls. 85,000; reserve Tls. 170,000. Dividend 6 taels and bonus of 1½ taels.

AUSTRALIANS AND INDIANS.

FRIENDSHIP AT THE DARDANELLES.

The Secretary of State for India has issued the following through the Press Bureau:—

A senior officer of the Indian Army, who is in a position to know, writes to say that he has been much impressed by the *camaraderie* and good feeling existing in the Dardanelles between the Australian troops and the soldiers of the Indian Mountain Batteries.

These men fought side by side in the famous landing at Gaba Tepe, and the batteries did so well and gallantly that the Australians have metaphorically taken them to their hearts, and all are the greatest "pals" imaginable.

The political effect of this *entente cordiale* should be good both in India and in Australia.

GERMANS LEARN SOME TRUTH.

NEWSPAPER EDITIONS WHICH DO NOT REACH NEUTRAL COUNTRIES.

A despatch from Genoa to the *Petit Journal* says an Italian journalist named Mario Valeri, who succeeded in penetrating into Germany by way of Switzerland, publishes an interesting account of his visit in the *Secolo XIX.*

He declares that the German papers have special editions for neutral countries, different from those which are sold in Germany. The latter contain much news which the Germans consider foreigners should not know, and this goes to prove that the public spirit in Germany is not at such a high level as the Germans would make it appear.

Proof is also forthcoming that certain clandestine papers are circulating in Berlin and other larger German towns containing news which the regular newspapers are forbidden to publish. One of these publications, for example, asks: "What is the patriotic purpose of noisily proclaiming all the German victories?" The problem of munitions displaces all others in Germany, adds Signor Valeri; and, despite the optimism, "to order," the shortness of copper will inexorably be shortly felt.

"THE INTOLERABLE BELGIANS."

BARON VON BISSING LEAVES THEM IN DISGUST.

The Boulogne correspondent of the London *Daily Telegraph* learns that General von Bissing has already left Belgium. It appears that the German baron was relieved of his governorship at his own request. The following is a letter he is stated to have sent to a near relation in Holland:—

"I must be relieved! The Belgians are intolerable, uncivilised. They do not understand the proper sense of the word Culture. They are even more stupid than the English. (Strafe them!) There is a day not far away when the Belgians will turn on us—their protectors—and drive us from amongst them. It is far better that I should leave their devastated land of my own free will than be sent out at the kick of a Belgian boot. . . .

MARQUIS INOUYE'S EARLY EXPERIENCES.

HIS VISIT TO ENGLAND AND WHAT HE LEARNED.

When the death of Marquis Inouye was announced recently we gave in a leading article a few details of his romantic first visit to England. Many readers will doubtless be interested in the following fuller information on the subject which we reproduce from the *Japan Gazette*:—

Marquis Inouye and the late Marquis Ito, undoubtedly two of the greatest statesmen Japan has ever possessed, have been termed the Damon and Pythias, the David and Jonathan, of Japan. It is said that on one occasion when Marquis Ito was called by the late Emperor to form a new Cabinet, he stated that his acceptance depended on Marquis Inouye's willingness to take a portfolio. Inouye and Ito were boys together, retainers of the Prince of Choshu, one of the two chief clans in Japan. For two centuries and a half Japan had been a sealed nation. Now the country was all astir over the news of the Western world brought by Commodore Perry's fleet.

Among those who listened were those two hot-headed young boys of Choshu, their hearts divided between hatred of the Shogun who made the treaty, and their desire to drive out the foreigner, whose feet were now planted on the soil of Japan.

The British Legation had been built on an old temple site called Gotenyama. Here was an occasion. Inouye, it is said, headed a band of young men of his sort, disguised as coolies, bare-legged and with heads bound, who burned the buildings the night before the English Minister was to go in residence. It is not said, but doubtless Ito Hirobumi was not far off. This affair was not so much to intimate to the foreigner that he was unwelcome, as to embroil the Shogun, by showing that he could not give the protection he had promised to the strangers.

Such summary deeds, however, accomplished little. The two young minds then decided that the only way to expel the foreigner was to match him. They would learn his secrets and teach them. The chief of these was to walk over the seas in ships. The Japanese were forbidden to leave their country. Very well; they would run away. Provided only with one English word, "navigation," they went to Nagasaki. Here a British firm, Jardine & Matheson, agreed to smuggle them abroad a ship for London, where they were to equip themselves as their country's saviours. They intended to be passengers. The Captain took them as sailors. Imagine the feelings of two young gentlemen, their heads filled with public affairs, brought up to believe in the degradation of labour, now set to scrubbing down decks and washing dishes! However, they accepted the situation cheerfully, and worked their way to London before the mast. They had money, but the sailors who taught them many things also taught them to play cards. For this instruction they paid liberally. When they arrived in London they had only $2 left, and the friends who were expected to meet them failed to appear. Meanwhile they grew hungry. The more daring Inouye started to buy food. Finding a baker, he pointed to a loaf of bread and held out a dollar. The thrifty baker, whom he describes genially, gave him the bread and pocketed the dollar. With great restraint he refrained from attacking the loaf until he rejoined his friend, so that he could divide it equally.

Inouye and Ito remained in London a year, studying navigation, which was to accomplish all things, and storing their minds with everything there was to see and learn. Then occurred the Shimonoseki fight. It was their own Prince of Choshu who had fired on the foreign ships. Still intent on being the saviours of their country, they now hastened back to Japan to avert disaster. Going to the British representative at Nagasaki, they begged him not to do anything until they could see their Prince. Their earnestness was so successful that the two young envoys were placed on a British man-of-war, the *Barrosa*, and sent to Shimoneseki, the Commissioner agreeing to twelve days' delay while they were on their mission.

It failed. The Prince of Choshu refused to make amends. Marquis Inouye has told of the mortification of the youth at the disgrace about to befall their country. They consulted whether the moment had not arrived when they should commit *harakiri*, after the ancient manner of their country when honour is gone. Apparently they thought better of it, and now identified themselves with the pro-foreign party with the same zeal that they had formerly worked against it.

Enemies arose thick and fast. Inouye returning home one evening, was set upon with knives and almost cut to pieces. Left for dead in the snow, it fortunately checked the flow of blood, and he crawled home. Believing that he was dying, he proposed to commit *hara-kiri*, and begged his mother to have his head cut off after he was dead that it might be displayed to his enemies, after the pleasing manner of Japan, to show that his death was not ignominious. His voice was too feeble to be understood. On the contrary, his mother and brother wrapped him in cotton like a newly-born babe, and he lived. When it was discovered that he had not died, he was thrown into prison, where he lay for three days without attention and without food. Yet he still lived. As soon as he was able he became the leader of the young reformers.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory, at 12.25 p.m. yesterday:—

Cyclone or typhoon Pacific Ocean, about halfway between the Mariana Islands and the Loochoos, moving west.

NOW IN PREPARATION.

THE DIRECTORY AND CHRONICLE 1916.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FOURTH ANNUAL ISSUE.

The Compilers invite the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to coöperate with their returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so, if possible, not later than the end of this month.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated

The Directories and Descriptions are of:—

CHINA.

Peking.	Soochow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Peitsiho.	Nanking.	Kowloon.
Chinwangtao.	Wuhu.	Lappa.
Taku.	Kewkiang.	Samshui.
Antung.	Hankow.	Kongmoon.
Manchurian Trade C'tres.	Yochow.	Nanning.
	Shansi.	Wuchowfu.
Newchwang.	Ichang.	Kwangchawan.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hangchow.	Hoihow.
Chefoo.	Ningpo.	Lungchow.
Weihaiwei.	Wanchow.	Mengtze.
Tsinanfu.	Santu.	Hokow.
Muxden.	Foochow.	Szemao.
Shanghai.	Amoy.	Tengyueh.
Swatow.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Moji.	Tainanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate	Anping.
Shimonoseki.	Tamsui.	

EASTERN SIBERIA.

Vladivostock. Nicolojevsk

CHOSEN.

Seoul.	Wonsan.	Mokpo.
Chemulpo.	Fusan.	Chinnampo.
Gunsan.	Pingyang.	Songchin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.

Hanoi.	Annam.	Tourane.
Haiphong.	Hué.	Saigon.
Tonkin Provinces.	Quinhon.	Cambodge.

PHILIPPINES.

Manila.	Iloilo.	Cebu.

BORNEO.

Sarawak.	Labuan.
Brunei.	British North Borneo.

BANGKOK.

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.

Singapore, Penang, Malacca, Prov. Wellesley.

STRAITS SETTLEMENTS.

NETHERLANDS INDIA.

Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.

East Coast of Sumatra.

NAVAL SQUADRONS.

British.	Japanese.	United States.
French.	Siamese.	Italian.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS of TRADES and PROFESSIONS at the larger Commercial Centres.

The

ALPHABETICAL LIST of RESIDENTS of the last half century in the Far East contains the names of over

20,000 FOREIGNERS,

arranged, with the Initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY, though condensed in every possible manner, contains every year more pages.

Gaubert Palmer & Co. The Wine Merchants of the East

NAPIER JOHNSTONE'S

"SQUARE BOTTLE" WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS!

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

[64

TERRIBLE ITCHING AND BURNING

With Eczema on Face and Body for Eight Years. Got No Rest At Night. Used Cuticura Soap and Ointment. Free From Eruption.

46, Dymock St., Fulham, London, S. W., Eng.—"After suffering for nearly eight years with eczema on my face and body, running eruption of sores on my ears and head, getting no rest at night for the terrible itching and burning I have used Cuticura Soap and Ointment and am now quite free from the trouble. The trouble began on my forehead and spread into my head. One eyebrow was quite raw at times. I could get very little sleep with the burning and itching feeling and used to try to find a cool spot on the pillow for ease. My poor face was a sad sight and there have been times that I have been ashamed to go out.

"I can safely say that I used some dozens of advertised cures and treatments which gave me no relief. Then I sent for a sample of Cuticura Soap and Ointment. I used the Soap and then spread the Ointment on some linen and bound my face up and the very first time I had relief. I kept on and Cuticura Soap and Ointment worked a miracle. Now I feel quite different, my face being free from the eruption and disfigurement. Thanks to Cuticura Soap and Ointment my face and neck are fresh and clear." (Signed) Mrs. A. Turner, Jan. 21, '14.

Samples Free by Post

In purity, delicacy and fragrance Cuticura Soap and Ointment satisfy the most discriminating. A single set is often sufficient. Sold throughout the world. Sample of each with 32-p. Skin Book free from nearest depot. Address: F. Newbery & Sons, 27, Charterhouse Sq., London, or Potter D. & C. Corp., Boston, U. S. A.

[68-14

KEATINGS 'LOZENGES cure the worst Cough

974

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS for Ladies

66

GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME FOR STUBBORN COUGHS BRONCHITIS WEAK LUNGS CATARRH CONSUMPTION

19-2

WEATHER REPORT.

On the 13th at 11.10 a.m.—Pressure has decreased slightly over N. China, and with few exceptions has increased slightly elsewhere. The anti-cyclone has moved eastwards and is now central over the Sea of Japan.

The depression has entered the coast to the N. of Tourane, but pressure remains low over the China Sea; fresh E. and N.E. winds will probably continue to prevail over the northern portion.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast
Hongkong & Neighbourhood	E. winds, moderate to fresh fair to cloudy.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

13TH SEPTEMBER A.M.

Station.	Hour.	Barometer @ Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock ...	7 a.	--	--	--	--	--	--
Nemuro	6 a.	29.91	--	--	--	0	--
Hakodate	"	29.87	--	--	--	0	--
Tokio	"	29.86	--	--	N	1	--
Kochi	"	29.86	--	--	SW	1	--
Nagasaki	"	29.88	--	--	--	0	--
Kagoshima ...	"	29.66	--	--	NW	1	--
Oshima	"	28.85	--	--	SSE	1	--
Naha	"	--	--	--	--	--	--
Ishijima	"	--	--	--	--	--	--
Bonin Is.	"	29.79	--	--	S	0	--
Chefoo	"	--	--	--	--	--	--
Weihaiwei ...	"	29.82	68	85	--	2	o
Hankow	"	--	--	--	--	--	--
Ichang	"	--	--	--	--	--	--
Kiukiang	"	--	--	--	--	--	--
Changsha	"	--	--	--	--	--	--
Shanghai	"	29.84	71	96	ESE	1	of
Gutslaff	"	29.82	74	--	S	2	bv
Sharp Peak ...	"	29.83	77	99	W	1	b
Amoy	9 a.	29.77	77	75	--	0	b
Swatow	9 a.	29.83	76	91	NNE	1	b
Taihoku	5 a.	29.81	78	89	E	2	b
Taicnu	"	29.80	70	--	--	0	o
Tainan	"	29.79	72	--	E	4	b
Koshun	"	29.80	75	--	N	2	b
Pescadores ...	"	29.79	77	--	NE	4	b
Canton	6 a.	29.80	74	90	--	0	b
Hongkong ...	"	29.77	80	78	E	3	o
Gap Rock	"	29.77	--	--	E	4	o
Macao	"	29.72	73	79	E	8	b
Wuchow	9 a.	--	--	--	--	--	--
Hoihow	"	--	--	--	--	--	--
Pakhoi	"	--	--	--	--	--	--
Phulien	6 a.	29.75	77	86	NNE	4	b
Tourane.....	"	29.61	72	--	SSW	2	of
Cape St. James	"	29.69	77	--	SW	5	o
Aparri	"	29.75	77	93	W	2	o
Dagupan	"	29.69	77	96	SSE	2	o
Manila	"	29.73	77	96	SE	1	o
Legaspi	"	29.74	77	94	--	0	r
Tacloban	"	29.74	77	94	--	0	o
Iloilo	"	29.78	77	94	W	1	o
Surigao	"	29.75	79	92	W	1	o
Labuan	"	29.73	82	91	SW	6	b

C. W. JEFFRIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w new (wet).

7 RAIN, in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 13th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.78	29.85	29.84
Temperature ..	83	80	84
Humidity..... ..	65	78	69
Wind Direction ..	East	East	East
" Force	5	3	4
Weather	c	o	c
Rain	—	0.02	—

Highest open air Temperature on 12th... 84

Lowest open air Temperature on 12th .. 79

HONGKONG TIDE TABLE.

From 14th to 21th September.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	14	0 50 a	5 2	m 6 22	1 8
				5 42 a	3 4
Wed.	15	m 0 3	7 0	m 7 41	2 0
		2 37 a	4 5	6 2 a	3 9
Thurs.	16	m 0 59	7 0	m 9 16	2 0
		4 0 a	4 3	6 17 a	4 3
Fri.	17	m 2 8	6 9	m 10 51	1 8
		No infer.	high- nor low-		water
Satur.	18	m 3 43	6 9	m 0 9	1 6
		No. infer.	high- nor low-		water
Sun.	19	m 5 18	7 1	1 0 a	1 4
		7 50 a	4 8	11 53 a	4 4
Mon.	20	m 6 28	7 2	1 38 a	1 4
		8 15 a	5 1		

THE BLOCKADE OF BRITAIN.

CANDID ADMISSIONS BY THE ENEMY.

DISAPPOINTING RESULTS.

The German public is evidently showing annoyance at the unsatisfactory results of the submarine war. Count Reventlow, in the end of July, consoled his readers with the statement that if the results of the blockade had lately been uncommonly small, it must be remembered that the reports were of English origin and that "the British Government hides everything it is able to hide." Captain Persius now makes a veiled admission of its failure, which is in marked contrast to the blustering articles published by the German Press before and at the time when the "blockade" was declared. It is only fair to add that Captain Persius has repeatedly warned the Germans not to expect too much from the submarine.

AMSTERDAM, August 11th.

A remarkably candid appreciation of six months of German submarine warfare since February appears in the *Berliner Tageblatt* from the pen of Captain Persius. After quoting the words of the German proclamation declaring the waters round Great Britain and Ireland a war zone, he recalls the interview granted by von Tirpitz in November to a representative of the United Press of America. Von Tirpitz on that occasion said:—"Great Britain wants to starve us. We can play the same game and torpedo every British or Allied ship that approaches English or Scottish ports and thereby cut off the greater part of Great Britain's imports of foodstuffs." Captain Persius then proceeds to make a series of statements and admissions about the results of submarine warfare, which are virtually a condemnation of the extravagant expectations of von Tirpitz. He writes:—

It will be remembered that at the beginning of February high hopes were placed in Germany on submarine warfare, and many believed that as the British Fleet had cut us off from overseas imports, it would not be difficult now for our submarines to do the same to Great Britain. Part of our Press must unfortunately be held responsible for the extravagant expectations which many of the public connected with submarine war against commerce. In this paper it has often been emphasized that from an expert estimate of the efficacy of the submarine and in view of the number of our submarines, the success and the effect of the new naval warfare could appear only after a considerable time. Again and again we have counselled patience. How necessary this was is evident from a simple fact, the concealment of which to-day would seem dishonest, that the results of the activity of our submarines in their war on commerce are viewed in many circles as—shall we say—"very modest?"

The curve of our submarines' successes has been greatly varied. There have been weeks when hardly one hostile ship has been torpedoed, while in other weeks more than a dozen ships have been destroyed. Thus for the week ending August 4th it was announced that six English merchant ships and nine fishing steamers fell victims to the *U* boats. It was added that departures and arrivals of ships from and at United Kingdom ports were 1,435. This figure may be considered too high, but there can be no doubt that in any case at least 1,000 ships within one week have traded with English ports. When we consider the result of our submarine activity hitherto to be that 10 of these thousand ships were destroyed, it can be understood that many persons will declare themselves not satisfied, these being of course the persons who without technical knowledge cherished expectations which were not shared by those who in some degree considered the conditions.

DIFFICULTIES OF CONSTRUCTION.

No small number of submarines is required to attack the 1,500 ships, more or less, which within one week enter British ports. According to *Nauticus*, in May, 1914, we possessed 28 completed submarines. There is no reason not to accept the figures of this book, which are derived from official sources. Now many people assume that submarines being so small can be produced in a very short time. The modern high seas *U* boat, however, is by no means small. It displaces up to a thousand and more tons and is, therefore, considerably larger than a torpedo boat. It presents a combination of the most minute and complicated paraphernalia, everything on board has to be set up with the utmost precision in the smallest space, and it is therefore clear that the period for the construction of a *U* boat cannot be quite so short as one would wish. There exists no more complicated fighting instrument than the *U* boat, which means that the task of commanding and managing it is not simple or easily learnt and that considerable time must elapse before the commander and crew are familiar with the boat.

"At the beginning of the war our submarines sank a series of warships and now one hears of almost nothing of the sort." This is the way some "armchair" sailors talk. There is no better school than war. It is a pity, however, that it is not only we who learn in it. Only a child would accuse the British of being bad seamen. They know how to defend themselves, so they devised many kinds of protective measures. It becomes more and more difficult for *U* boats to get near hostile ships and launch a torpedo. Almost fabulous skill is required to avoid all the pitfalls, etc., get away from torpedo destroyers, and nevertheless make a successful attack. Service aboard submarines demands the greatest tension of all the mental and physical forces. Apart from the quantity and quality of our first-class material there is the question of quality of *personnel*. That should be remembered when calculations are made of anticipated successes in submarine war against commerce.

By way of consolation, Captain Persius concludes by dwelling on the increasing number of submarines and trained crews. "Everyone," he says, "who is not guided by the optimism of inexperience, thinks with satisfaction of the achievements of German *U* boats."—*Reuter.*

FORSAKEN CITY.

EMPTY SHELL FOR THE GERMANS.

TRAINS PACKED WITH FUGITIVES.

[FROM "THE TIMES" CORRESPONDENT.]

NEW YORK, August 1st.

A thrilling description of the scenes in Warsaw during the great flight of hundreds of thousands of inhabitants from the city has been sent to the *Chicago Daily News* by Mr. Bassett Rigby, its correspondent with the Russian Army. He telegraphed from Stockholm as follows:—

A week ago to-day a train arrived in Moscow from Warsaw, carrying the British, French, Belgian, and Serbian Consuls and the Consular archives. The American Consul remained in Warsaw, having laid in a big stock of provisions with the intention of sticking to his post. On the train were also the British Anglican chaplain and the last remnant of the British colony, some riding in cattle-trucks. The refugees included most of the high officials of the Law Courts, with their archives and about £3,000,000 of Court funds. The journey from Warsaw to Moscow occupied three days, as it was around by way of Bialystok and Vilna, because the direct route *vid* Brest-Litowsk was choked with troop trains.

On Thursday evening, July 15th, the Russian authorities announced that the official evacuation of the city would begin on the following Sunday. As a matter of fact it began immediately. Police visited every house, and one American was told to try to induce the inhabitants in his building to leave at once for Russia, as distinct from Poland. Empty freight-cars were quietly accumulated on sidings until thousands were available.

While 350,000 citizens, including nearly half of Warsaw's Ghetto, thus departed eastward, nearly another 350,000 of peasants came trooping into the Polish metropolis from the neighbouring districts. Practically the entire population of the districts north and south-west came in a ceaseless procession day and night—tired, dust-whitened peasant families with their cattle and portable goods, thronging the roads converging on the city. In Warsaw itself literally tens of thousands of homes were broken up instantly. I know of four cases of men worth more than £200,000 last month who are now nearly penniless.

FACTORIES STRIPPED OF MACHINERY.

Simultaneously with the evacuation, all property likely to be useful to the enemy, especially metal machinery, was removed or destroyed. Factories were feverishly stripped, and owners of plants were granted free transport to the eastward for what they could save. Day and night one heard the periodical roar of dynamited factory plant that was embedded in concrete or was too cumbersome to dismantle and transport. Every fragment of this dynamited metal was taken eastward on the railway.

Warsaw newspapers made their last appearance with issues announcing the evacuation. Their linotype machines were rooted up and carted away. Police and soldiers visited every printing establishment and every newspaper office, taking founts of type and dismantling presses. Hardly a ton of copper fittings was left in the city.

Warsaw knew no stoppage of work in that week. In post offices, banks, telegraph offices, law courts, and the various municipal departments men were busy dismantling. Through the streets endless columns of laden carts and lorries converged on the Praga and Alexandroveski bridges across the Vistula. Only a group of soldiers with legs dangling over the side distinguished from the wagons containing peasants with a few sacks of potatoes, those containing the banks' millions of roubles in paper money, or the irreplaceable records of the Law Courts.

REMOVING ALL COPPER.

Day and night gangs of soldiers were briskly stripping league after league of copper telegraph wires from the poles. Church doors were flung open and the edifices were crowded with weeping and praying Poles and Russians, among whom passed ministering priests in their georgeous robes, while aloft in the towers huge bronze bells were unslung lest they became food for Krupp cannon later on. All church bells, archives, treasure, gem-studded ritualistic implements, screens, vestments, and ikons were carried over the Vistula and away to Russia. It is reported that the vault of the Church of the Holy Cross in Kravoski-street was opened by chopping, and that the sacred heart presevered there was removed to Moscow.

All crops around Warsaw were destroyed when no troops could be spared to garner them. Villages were razed to the ground and the city's suburbs were surrounded with trenches. Suburban residents were ordered to retire into the city to avoid injury in the pending rearguard action planned to take place while the last dynamitings are carried out. Three Vistula bridges, including the new Praga Bridge more than a mile long and costing £1,250,000, are lined with sandbags and wires are set in readiness to explode land mines at the last moment before the Germans enter Warsaw.

Beyond Brest Litowsk no civilian is allowed to journey. The evacuation of the towns between Warsaw and Brest Litowsk is beginning, and hardly 200,000 persons remain. Food costs ten times more than it did last month. There is no public water supply machinery, the operating pumps having been transported to Russia, and a typhoid epidemic is expected. More than 5,000 wounded soldiers remain in the hospitals.

1,000-MILE DRIVE.

Since Wednesday, July 21st, every wheelled vehicle has been taken across the Vistula, with nearly all the horses, 2,000 hackney carriages being driven by their owners across Russia for a distance of near 1,000 miles to Moscow. A number of the city's British fire-engines were also sent away. Thousands of poor people were ferried across the Vistula daily, all streaming eastward and unable to buy bread in Warsaw. Paper money was almost without value in the city, and most shops were shut.

Pro-German Poles are said to have prepared a list of pro-Russian Poles to give to the Germans when the latter enter the city, the German military authorities, according to the story generally circulated, having signified their intention of hanging the leading anti-German Poles. The result was that the well-to-do Russian Poles fled from the city. The police shot five pro-Germans whom they found brandishing loose rope and jeering outside the house of a Russian sympathizer. This summary action was taken because the Courts of Justice no longer exist in the city.

Miss Kennedy, the only British subject left in Warsaw, is in hospital suffering from pleurisy.

A TRAITOR IN THE CAMP.

An Australian paper says:—"One of the most painful items of news that has come back to us concerning our troops in the Dardanelles was embodied in the despatch of Reuter's Cairo correspondent, published recently. We refer to the account of a member of the Australian forces, who had earned a reputation as a sniper, and was eventually caught shooting Australian officers. The man, we are told—his rank has not been published—was Australian-born, but of German parentage. This story may not be literally true; but there is no reason to doubt it, for Reuter's Cairo service may almost be regarded as semi-official, and, further, the item would hardly have passed the censorship had it been known to be false. If it proves to be really accurate, then it should very effectually sweep away the last doubts in the minds of those who have hesitated to believe previous stories of German perfidy. It is difficult to imagine a worse case of cold-blooded and calculating treachery than this. Here we have a man joining the colours side by side with men amongst whom he was born, spending month after month with them in training, breaking bread with them day after day, and sharing their pleasures in camp and on leave—all the time harbouring the dastardly intention to turn his rifle against these men who counted him a comrade as soon as he got the opportunity. And the way he made that opportunity, using his skill as a rifle shot to gain him the position of sniper—a man who must, of necessity, act alone and without supervision! With this sort of thing going on within our own ranks there is small wonder that the Turks were being credited with such remarkable skill in picking off our officers! It is clear from the above mentioned despatch that this man was by no means the only traitor who sailed from Australia with the troops. A number of the spies have been weeded out; but the story of the manner in which the Turkish artillery was able to search out the hidden position of the British headquarters, and to follow the surreptitious removal of them, definitely shows that the Turks are being kept well instructed by someone within our lines. The authorities must be in possession of full details of the sniper-traitor case, and we can assume that henceforth German parentage will be an absolute bar to a man's enlistment, let him proclaim himself an Australian never so earnestly. There may be quite a number of men of such parentage born in Australia who honestly desire to fight for the land of their birth, and who would perhaps prove admirable soldiers—but it were far better to lose the services of a score of these men than let pass one such dastard as the German-Australian indicated above. Incidentally, the Germans within our gates cannot complain if this episode tends to make both the authorities and the public regard them with an even greater suspicion than hitherto."

FORTHCOMING EVENTS.

Friday, 17th Sept.:—
Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.
Saturday, 18th Sept.:—
9 P.M.—Promenade Concert by Hongkong Police Reserve in the Botanical Gardens.
Monday, 20th Sept.:—
11 a.m.—Hongkong Club, Twenty-Eighth Half-Yearly Drawing of 65 of Debentures.

THIN MEN AND WOMEN.

HERE'S A SAFE EASY WAY TO GAIN 10 TO 30 LBS. OF SOLID, HEALTHY, PERMANENT FLESH.

Thin, nervous, undeveloped men and women everywhere are heard to say, "I can't understand why I do not get fat. I eat plenty of good, nourishing food." The reason is just this: You cannot get fat, no matter how much you eat, unless your digestive organs assimilate the fat-making elements of your food instead of passing them out through the body as waste.

What is needed is a means of gently urging the assimilative functions of the stomach and intestines to absorb the oils and fats and hand them over to the blood, where they may reach the starved, shrunken, run-down tissues and build them up. The thin person's body is like a dry sponge, eager and hungry for the fatty materials of which it is being deprived by the failure of the alimentary canal to take them from the food. The best way to overcome this sinful waste of flesh-building elements and to stop the leakage of fats is to use Sargol, the recently discovered regenerative force that is recommended so highly by physicians here and abroad. Take two little Sargol tablets with every meal and notice how quickly your cheeks fill out and rolls of firm, healthy flesh are deposited over your body, covering each bony angle and projecting point.

A. S. WATSON & CO., LTD.,
VICTORIA DISPENSARY,
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and other first class Chemists of Hongkong have Sargol.

[709-12

GERMAN NAVAL INACTION.

WHY THE HIGH SEAS FLEET STAYS AT HOME.

[BY JOHN LEYLAND IN THE "DAILY GRAPHIC."]

We have entered upon a second year of war, but have no clearer indication of what the German Navy proposes to do, or is likely to do, than we possessed at the beginning. Then, indeed, it seemed possible to think that sooner or later the High Seas Fleet would appear on the high seas and challenge a decision. Even now it is hard to believe that the Fleet which has cost so many million will remain permanently inactive. The launching of another battle-cruiser, the *Hindenburg*, at Wilhelmshaven—almost certainly the ship built under the designation of *Ersatz Hertha*, and delayed, perhaps in order that she might receive heavier armament than was originally intended—has suggested that the battle-cruiser squadron may yet attempt an enterprise, perhaps in the North Sea, or perhaps, if fortune favour it, in some distant ocean, against one or other of our possesions. For it must be remembered that if Germany can build swift battle-cruisers she can build also swift coal, oil and ammunition vessels to accompany them. Such an enterprise, boldly conducted, might cause us a good deal of inconvenience; but it could not give freedom to German commerce, nor change in any degree the internal situation of Germany. This is a reason for surmising that it will not be undertaken, and the reason seems further strengthened when we consider that the departure of the battle-cruisers would leave the High Seas Fleet deprived of its most valuable elements.

ARGUMENTS AND REALITIES.

What, then, will the German Fleet do? Early in the war we believed that our sea-power would soon exert such compression upon Germany and create such a serious situation internally, that the High Seas Fleet would be driven to come out in an effort to break the bonds. But we are now able to see that nothing of the kind is occurring. There was at the time every visible ground for our belief that the German fleet would move. The semi-official "Nauticus" of last year, published a couple of months before the outbreak of war, had insisted most forcibly, and with a wealth of figures and statistics, that the economic prosperity and even the very life of Germany depended upon foreign commerce. One-third of the national requirements in foodstuffs came from abroad, and a proportionate part of the population depended upon foreign supplies, the-thirds of which came by sea. "Athough," we were told, "Anglo-German relations had improved because of the increase of the German fleet, the fact remained that foreign trade was not only the strength but the Achilles' heel of the new German Empire."

It was a favourite idea set forth by the Germans—a "Riskogedanke" (a threat)—that a strong German fleet would hold our assumed aggressive purposes in check. But "Nauticus" said that if the German coasts were blockaded the "life-stream" of the people would be constricted, and though "sudden death" would not result, a condition of misery would follow. The notion of famine resulting from naval compression persisted. It was at least the real or ostensible reason for the institution of the "submarine blockade." The time was near, we were told, when Germany would no longer have food for her people. Might not England, asked "Nauticus," so influence neutral countries that supplies from them would almost be denied to German? Rightly were economic questions set forth in the propaganda of the Navy Law, but the semi-official volume insisted that the Fleet could not be measured merely by such considerations. It was in itself a highly important political force, and, in its kind, "a military instrument at sea as the army was on land."

THE ANOMALY.

The conclusion of this argument was that Germany must depend upon herself. She could not trust to others where her very life was concerned. Her fleet was neither a luxury nor a "sport," but a vital necessity—a "Lebensnotwendigkeit"—and, as the Emperor had said, the future of the country "lay upon the water," and "bitter was the need of a strong German fleet." But now we are confronted with the anomaly that the foreign commerce which was vital has disappeared, and yet that the fleet whose power or influence was so bitterly necessary remains inactive. Mr. Harold Cox has, however, clearly shown in the *Daily Graphic* that the Germans, by foresight and economy of means and resources, have now created for themselves economic advantages which go a long way towards neutralising the immense advantage which the British Navy gives to the United Kingdom. They have falsified the prognostications which have figured so largely in all the arguments for German naval expansion. A whole literature seems to be belied by the situation they have created. How will this situation react upon the Navy? Is it intending to strike a blow, and actually preparing to become a military instrument at sea as the army is on land? Although a definite answer cannot be given to this question, there are certain considerations which seem to suggest how the situation may be influenced or may develop.

A GERMAN PROBLEM.

It has been said that the German fleet is no more than the right wing of the German army against us, and that it will issue if or when the German Army Staff may desire. Be this as it may, there is inherent probability in the idea that the action of the fleet will conform to military necessities. A major part of it is now doubtless acting as the left wing of the German army operating against Russia, and holding the Russian main fleet. However the war may end, it would certainly be a valuable point in the game of diplomacy if Germany had her fleet intact. If she hopes to secure success on land, as her offer to Russia seems to suggest, the fleet will probably remain inactive. If there should be danger of scarcity of supplies, and naval constriction should become too severe to be borne, the fleet will certainly issue forth to try conclusions with us. It would not issue for any other purpose. A mere promenade would be useless. But on the whole, and so long as Germany can maintain her internal security and ward off distress, there seems no real reason for the immediate or proximate action of the fleet. It is not cowardice but calculation that keeps the Germans out of the North Sea. Only some possibility of catching us at a disadvantage is likely to tempt them forth. This, at least, is the line of naval policy suggested by the present situation.

HOW AMERICANS REGARD THE STRUGGLE.

VIEWS OF THE "NEW YORK TRIBUNE."

Two ideas are, says the *New York Tribune*, now fighting in Europe, and the successful conception will shape our thought and mould all human destiny for generations to come. America, not less than Europe, Asia and Africa, as well as the narrower confines of the present continental battle ground, will be affected, dominated by the idea which triumphs in the contemporary contest.

The recent German note to the United States is an admirable indication of the German idea. It asserts, emphasizes, declares that the will of one nation supersedes the rights of all nations. That international law, the relatively minor conventions that man across the centuries has devised to mitigate in some degree the horrors of organized murder and collective killing, may be ignored, abolished, at the pleasure of one nation. The world has established certain privileges, placed them beyond the question of armies. These are the sanctuaries, as it were, of civilization, and these Germany asserts the right to violate.

Precisely in the same fashion mankind has proclaimed the neutrality of certain States whose smallness takes them out of the area of conflicting aims and ambitions of the great Powers. Belgium, Switzerland, until 1914 these were countries by common consent withdrawn from battle. Exactly in the same way all neutral nations were conceded certain rights. All this represented the accumulated gain of mankind in long centuries. In our own time it had been the basis of greater and nobler dreams of world peace; of arbitration, of the end of war.

GERMAN NEED TRANSCENDS ALL RIGHTS.

Against all these conventions, agreements, rights bestowed upon the weak or the neutral the German idea frankly makes war. The German Chancellor asserted on the eve of the invasion of Belgium that the violation of faith was justifiable only on the ground of necessity. The German Foreign Minister now tells America that the murder of the *Lusitania's* American passengers was defensible in view of the war made upon Germans by England. In sum he asserts the right of Germany to disregard all law when the law bears down upon German interests.

It is idle to attempt, as all of us have done from time to time, to deal with the German idea on the ground of our conceptions of right of civilization, of morality. The fact is that the Germans have repudiated the moral system of other nations. They have devised their own code of laws. They have proclaimed and exercised their right to live outside the law of the rest of humanity. They did it before the war in all the considerable literature of national thought that was created from 1890 to 1914. It is as just to quarrel with a Mohammedan and denounce him for his failure to live in accordance with Christian doctrines as to assail the German people because they follow other gods than we, than the rest of the world.

AN IDEA THAT MUST BE REPELLED.

But there is none the less the necessity to defend our own gods, to repel the German idea so far as it invades our rights, assails our liberties. We do not believe in the law of necessity. We do not believe in the idea that a nation can invade a neutral State, murder its citizens, ravage its fields, dishonour its women, merely because the interest of the invading nation in thus served. We do not believe that a nation can blow up a passenger ship and drown some scores of American women and children just because the ship flies a British flag and Germany is at war with Great Britain.

To-day we are making the same mistake that all the nations of Europe have made in recent wars. We are attempting to negotiate with Germany on the basis of our conceptions of international law and universal humanity. We are endeavouring to persuade Germany to act in direct conflict with her idea, with what her people believe, and what her rulers believe. We are endeavouring to have Germany act in accordance with the laws that represent civilization as we understand it, that represent the gain for humanity of the long centuries since barbarism. Germany frankly prefers what we deem barbarism. There is no law but German law to her people; there is no right but the German right to her statesmen.

THE WAR NO ACCIDENT.

It is not accident that the application of this German law to foreign affairs has resulted in a world conflict in which the Teuton is assailed by the Frenchman, the Italian, the Anglo-Saxon and the Slav; that apart from the negligible Turk and the enmeshed Magyar he has no ally. Infallibly, if the German continues to act upon his idea he will be faced by other nations and other races. If German submarines again sink Americans, if German statesmen adhere to their view that it is the right of Germans to murder Americans when it serves their purpose, we shall ultimately join in the war, not upon Germans but upon the idea Germany now personifies. The Greek, the Rumanian, the Bulgarian, will ultimately be brought into the anti-German field if the German with equal impartiality applies to all mankind his extra-legal doctrine, his superhuman idea.

If Germany prevails, if she establishes by her arms her doctrine that there is no right but her right, and that right rests upon arms, not treaty, convention, common acceptance of humane principles, the world will be left with the choice between complete relapse into barbarism and new strife. This war, unless it ends in the complete subjugation of the world, will be but the prelude to more wars. The peace that comes will be as ephemeral as the brief truces that interrupted the Napoleonic wars while the nations of Europe gathered up their strength for new resistance to Napoleon's dream of world power and universal dominion.

NO RIGHTS SAVE GERMAN RIGHTS.

With Germans themselves the United States has no quarrel. No desire and no business of ours is it to contribute to the conquest of the Teuton by the Slav or the Latin, if the Teuton's cause does not imperil the American, if the Teuton makes war not upon civilization, but upon a Slavic rival of many centuries. But this the German does not do. He is assailing not Slav rights, not French rights, not British rights, but the rights of all men; he is making war upon the idea which underlies all our common civilization. One by one the nations of the whole world are joining in the defence of these rights.

The hopeless thing in our own issue with Germany does not lie in the circumstances, terrible as they are, of the *Lusitania* episode. We shall never forgive that wanton slaying; generations of Americans will recall it as an act of hideous barbarism, but we do not desire to fight about it. We are perfectly willing to discuss with Germany any arrangement that can be made subject to the operation of international law within the boundaries of right and humanity. But Germany begins by wiping these out. She talks, not about our rights, not about the rights which all civilized nations have conceded as binding upon themselves, but of German rights, which have no other existence than in her own mind and under her own peculiar system. It is this fact that all of us must recognize. It is this circumstance in a world war that we must grasp

A WAR DANCE IN THE TRENCHES.

MAORIS AT GABA TEPE.

OUR FIRST POLYNESIAN ALLIES.

[BY AN OFFICER OF THE NEW ZEALAND ALLIES.]

About a month after the first landing at Gallipoli a group of men were sitting round the entrance to a dug-out on the seaward side of Gaba Tepe. In their midst squatted a Greek interpreter translating into very bad English some of the news contained in a copy of the Constantinople newspaper *Tanin*. The article said, *inter alia*:—

Information is still lacking as to the composition of the enemy's forces, but it appears from indications received from Europe that they must consist chiefly of black men from Africa and Australia. Thus the Straits for the first time in history have had to endure attack by cannibals.

No wonder the listening Australians and New Zealanders laughed uproariously.

The many-coloured British force at Gallipoli has now been strengthened by the arrival of the Maori Contingent, direct descendants of most chivalrous and warlike ancestors, to whom the *pork-roa*, or "long pig," as a human joint was termed, was a much-esteemed delicacy. Nowadays the Maori, instead of fattening his slaves on Mana Island, spends his time, if he is ambitious, in getting his M.A. degree or in passing his accountancy examinations.

A CHIVALROUS FOE.

These men who landed at Gaba Tepe are the first Polynesian troops to be brought overseas to fight for the Mother Country, and if the spirit of their ancestors still lives they will do it well. Back in the Maori wars the forbears of these dark-skinned, khaki-clad warriors were besieged by British troops. The 65th Regiment, it was, sat down round the fortress gates and prepared to starve out the men inside the *pah*. The *hikite peep*, as the Maoris called the besieging regiment, ran out of water first, and the situation was getting serious when the pallisade gates of the *pah* opened and a line of brown figures carrying gourds filled with water approached the British trenches. Fearing a *ruse* the colonel of the 65th ordered his men to stand to arms, but the chief leading the water-bearers smiled. He made a courteous speech, in which he said naively that both parties hitherto had been enjoying themselves, and it would be a pity if so small a matter as lack of water should put a stop to what was really a most pleasant siege. Such a thing was unthinkable. There was abundance of water in the *pah* for both besieged and besiegers. With further complimentary references he took his leave, and the thirty *hikite peep* watched the brown backs for a minute or two in amazement and then buried their faces in the cool gourds. The next morning the *pah* was empty, and the garrison had walked out a back way through what had looked like an impassable swamp. Only a few old women were left to shout and make a noise during the night.

Now the Maori fights with us, and he has exchanged his old Tower musket for the "Mark II. Star L.E.," with which he is a phenomenal shot.

BLOOD-CURDLING SERENADE.

In the afternoon the Maoris started to dig themselves in, and they made their bivouacs in an old watercourse on the left flank. Near the beach two swarthy young privates, working with a will, dug into a Turkish grave—a grim reminder of the first days of the attack. It was their initial experience of the realities of war, and they went hurriedly, and dug elsewhere.

Then the *Pakeha* (white man) General came along and addressed them, and afterwards occurred a scene that has no counterpart in the weird and varied annals of the Dardanelles.

The Maoris, privates and officers, lined up. With protruding tongues and a rhythmical slapping of hands on thighs and chests, with a deep concerted "a—a—ah," ending abruptly, they began the Maori *haka*—the war dance. Shrill and high the leader intoned the solo parts, and the chorus crashed out. As the dancers became more animated the beat of their feet echoed through the gullies of Gallipoli. The leader now declaimed fiercely, now his voice sank to an eerie whisper, still perfectly audible, and as he crouched low to the ground so the men behind him posed. Suddenly, after a concerted crash of voices, the chant ended with a sibilant hiss, a stamp of the right foot, and the detonation of palms slapping the hard ground.

A hundred yards away in the Turkish trenches perplexed Moslems listened. To this blood-curdling serenade, and one of them in explanation produced his copy of the *Tanin*. Ominous nods and head-shakings followed its reading. "For the first time in history the Straits have had to endure attack by cannibals."

And the leader of the *haka*, a full-blooded Maori, wrote M.A., LL.D., after his name, and spoke better English than many a white man.

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Mrs & Mrs C. D Casalli
Mr & Mrs A. Constand
Col. Darling R.E.
Mr Denman Fuller
Mr & Mrs Dobie
Mr E. A. Haviland
Mr & Mrs B. A. Hale
Capt & Mrs Hammond and child
Mr & Mrs W. T. Hansen
Mr J. W. Hind
Mrs T. J. K. Johns
Mr Lee Jones
Mr E. Kadoorie
Dr & Mrs Leavell
Mr Lambelet
Mr & Mrs Moss and child
Mrs Marriott
Mr & Miss E. V. Mitchelmore and child
Maj. & Mrs Nicholson and children
Mrs Olivecrana
Mr T. L. Perkins
Major Ryan, R.E.
Mr & Miss E. Raphs
Miss Rea
Mr C. P. Ross
Miss Rogers
Miss Scarlett
Mr A. Skinner
Miss Skinner
Mr C. Scott
Mr & Mrs Grant Smith
Miss Middleton Smith
Mr & Mrs A. Sunday Smith
Capt & Miss Stewart
Mr G. Tisdall
Rev. Tope
Mr J. A. Traha
Mr & Mrs Vanden Pol
Maj.-Gen. Ventris

KING EDWARD HOTEL.

Mrs R. Almond
Mr V. Amundsen
Mr & Mrs Armstrong
Mrs Beale & child
Mr W. Budge
Mr & Mrs Callender and children
Mr & Mrs T. S. Chang
Mrs F. L. Cooke
Miss J. F. Cooke
Masters G. M. & J. P. Cooke
Miss Cookson
Mr R. Donaldson
Mr A. Course.
Mr F. F. Duckworth
Mr & Mrs G. A. Dutton
Mr W. T. Elson
Mr C. Fritz
Mr Gardiner
Mr & Mrs Gee
Mr T. M. Gregory
Mr E Grieve
Mr T. Gunn
Mr & Mrs Hammes and children
Mr S. Hashimoto
Mr A. Hoshing
Mr & Mrs Wm Jackson
Mr J. Joseph
Mr F. H. Kales
Mr D. Lambden
Miss Lambden
Miss M. D. Lane
Mr W. D. Lee
Capt. & Mrs Lennox
Mr Lennox
Mr F. Norbury
Mr E. C. Norris
Mr H. Murphy
Mr & Mrs Newman
Mrs W. C. Passmore
Mrs Rotsan
Mr C. H. Soper
Mrs R. A. Ramsay
Mr Raymond
Mr H. F. Stoneham
Mrs S. Sylvester
Mr H. Thornton
Mrs E. L. Tourtellot
Mr & Mrs J. H Underwood
Mr & Mrs Wing and family

GRAND HOTEL.

Mr J. C. Anker
Mr E da S. Andrade
Mr J. Bain
Mr A. B. Crew
Mr C. F. Croowell
Mr C. Cruden
Mr A. von Dyke
Mr P. S. van Dyk
Mr A. C Haig
Mr K. S. Hassel
Mr H. Hunt
Mr B. James
Mr E. Jones
Mr W. Johanson
Mr J. de Klerk
Mr W. H. Lacuey
Mr G. von Leur
Mr L. Lobo
Mr P. J. Lobo
Mr W. H. Lockey
Mr R. Lowden
Mr J. Manteiro
Mr J. R. Martins
Mr J. Manteiro
Mr P G. Moten
Mr A. C. Nixon
Mr G. Odner
Mr V. A. Parre
Mr P. Philipp
Mr R. Puls
Mr C. Putteaan
Mr C. W. Reynolds
Mr D. Robertson
Mr E. Ryau
Mr R. E. Rule
Mr J. Smith
Mr J. K. S. Stanton
Mr H. P. Thorig
Mr C. D. Todd
Mr V. D. Vilde
Mr S. d. Wright

THE NEW FRENCH REMEDY. No. 1 No. 2 No. 3
THERAPION Price 2/9 Chemists. CURES
BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP FOR FREE BOOKLET TO DR. LE CLERC ENVELOPE TO MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON, N.W.2. PARIS DEPOT: 21, RUE CASTIGLIONE. NEW YORK DEPOT: 80, BEEKMAN ST.
A CURE FOR YOU
TRY NEW DRAGEE (TASTELESS) FORM IS EASY TO TAKE
THERAPION SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON EACH GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS

IT STANDS TO REASON

that the best proof of the excellence of any medical preparation is its continued popularity. Beecham's Pills have been before the public for upwards of half a century, and it is acknowledged that they are, now, in greater demand than ever. Their enormous sales are still on the increase. No medicine could achieve such a remarkable success unless it had proved itself to be of very real worth and practical value.

Beecham's Pills

have justified public confidence. In thousands of homes, to-day, experience has proved the beneficent results obtained from the use of these pills in cases of biliousness, sluggish liver, impaired digestion and a disordered condition of the bowels. It is a safe and prudent thing should you feel "out-of-sorts" to rely upon the curative properties of this excellent preparation. You will speedily find that Beecham's Pills

WILL DO YOU GOOD.

Sold everywhere in boxes, price 9½d (36 pills) 1/1½d (56 pills) & 2/9 (168 pills).

163a

SHIPPING IN PORT.

STEAMERS.

CHEIAN MARU, Japanese str., 1,784, Maka, 10th September—Kinhon Bay, Salt.—Order.

CHIYUEN, Chinese str., 1,177, Ross, Sept. 12th Shanghai September 7th, General.—C.M.S.N. Co.

CHOFU MARU, Japanese str., 1,953, O. Orii, 8th September—Hongay 6th September, Coal.—Jardine, Matheson Co.

FOOKSANG, British str., 1,087, H. S. Mathews, September 11th—Calcutta Aug. 26th, General.—Indo-China Steam Navigation Co.

GLENOGLE, British str., 2,399, W. McGhie, 7th September—Rangoon 21st August, General.—Order.

HAICHING, British str., 1,267, J. S. Thomson, 11th September—Foochow 9th September, General.—Douglas Lapraik & Co.

HAIMUN, British str., 642, A. H. Stewart, 12th September—Swatow 11th September, General.—Douglas Lapraik & Co.

HONGKONG, French str., 724, A. Marguerite, September 11th—Haiphong and Hoihow September 9th, General.—A. R. Marty.

JADE, French str., 388, J. Pannier, 11th September—Haiphong and Pakhoi 8th September, General—Order.

KASHING, British str., 1,193, G. Byers, September 11th—Manila September 8th, General.—Butterfield & Swire.

KEEMUN, British str., 5,871, T. H. Collister, September 11th—Liverpool July 31st, General.—Butterfield & Swire.

MANAPOURI, British str., 1,288, Maxwell, 10th September—Moji 4th September, Coal.—Order.

MAUSANG, British str., 1,643, G. H. Alcock, 8th September—Sandakan 3rd September, General. — Jardine, Matheson & Co.

NANKIN, British str., 4,25, G. Manley, 12th September—London 31st July, General.—P. & O. S.N. Co.

NORD, British str., 1,059, W. Tingey, 7th September — Takao 5th September, Case Oil.—Asiatic Petroleum Co.

PHEUMPENH, British str., 1,065, W. C. Bird, 10th September—Saigon 6th September, Rice and General—Chinese.

STANDARD, Norwegian str., 1,461, O. Johanesen, 6th September — Saigon 2nd September, Rice.—Thoreson & Co.

TAIYO MARU, anese str., 3,491, H. Katano, 23rd ust—Java 2nd July, Sugar and Mo . — Java-China-Japan Lijn.

TAMBA MARU, Japanese str., 6,802, S. Nagasue, 12th September — Seattle Coast, General.—Nippon Yusen Kaisha.

TEAN, British str., 1,350, H. Trowbridge, 10th September—Manila 7th September, General.—Butterfield & Swire.

TENYO MARU, Japanese str., 13,398, S. Togo, September 4th—San Fransisco August 7th, General.—Toyo Kisen Kaisha.

TJILIWONG, Dutch str., 3,061, A. De Amburgh, 7th September — Balikpapan 21st August, General.—Java-China-Japan Lijn.

UMBR MARU, Japanese str., 2,749, Nakayama, September 10th—Samarang August 30th, Sugar.—Osaka Shosen Kaisha.

WINGSANG, British str., 1,517, T. H. Lishman, 9th September—Shanghai 3rd September, General.—Jardine, Matheson & Co.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 38 years,

FROM 1874 TO 1909.

PRICE $1 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th September, 1915. [961

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, IMMINGHAM, LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLENLOCHY,"

Captain O. O. Simpson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 18th Sept., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th September, 1915. [971

S.S. "PAUL LECAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 16th September, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 21th September, or they will not be recognised.

All damaged packages will be examined on Thursday, 16th September, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 10th September, 1915. [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"

Arrived Hongkong on 12th September, 1915, FROM LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

[illegible]
Superintendent.

Hongkong, 12th September, 1915. [1

SHIPPING

ARRIVALS.

ARABIEN, Danish str., 3,004, Prip, 13th September—Singapore 7th September, General.—Thoresen & Co.

CHAOCHOWFU, British str., 1,194, S. S. de Wolf, 13th September—Bangkok 5th September, General.—Butterfield & Swire.

CHINGCHOW, British str., 1,195, Jas. Doyle, 12th September—Port Parseval 10th September, Lime Stone.—Shewan, Tomes & Co.

CHENAN, British str., 1,350, Wm. L. Jones, 12th September—Shanghai 9th September, General.—Butterfield & Swire.

CEYLON MARU, Japanese str., 3,142, K. Fujino, 12th September—Singapore 6th September, General.—Nippon Yusen Kaisha.

HINSANG, British str., 1,885, A. C. Kennedy, 13th September—Sandakan 6th September, General.—Jardine, Matheson Co.

HONGWAN I., British str., 2,060, G. Kinghorn, 13th September—Straits 7th September, General.—Order.

HSINCHANG, Chinese str., Munro, 12th September—Tientsin 6th September, General.—Chinese.

KWANGLEE, Chinese str., 1,462, J. McArthur, 12th September—Shanghai 9th September, General.—Chinese.

LAOMEDON, British str., Evans, 12th September—Singapore 7th September, General.—Butterfield & Swire.

PAKHOI, British str., 1,228, Arthur Tucker, 13th September—Hongay 10th September, Coal.—Butterfield & Swire.

SALAHADJI, Dutch str., 1,237, J. Liberg, 12th September—Singapore 6th September, Bulk Oil.—Asiatic Petroleum Co.

ST. ALBANS, British str., 2,538, E. T. Pilcher, 13th September—Kobe 7th September, General.—Gibb, Livingston & Co.

TAIWAN MARU, Japanese str., 1,145, B. Sakai, 13th September—Hoihow 11th September, Rice and General.—Dodwell & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

September 13th.

HINSANG, British str., for Shanghai.
LOKSANG, British str., for Hoihow.
TAIHO MARU, str., for Shanghai.

DEPARTURES.

September 13th.

CANADA MARU, Jap. str., for Manila.
CEYLON MARU, Jap. str., for Shanghai.
CHENAN, British str., for Canton.
CHILDAR, Norwegian str., for Bangkok.
KWANGLEE, Chinese str., for Canton.
NANKIN, British str., for Shanghai.
NIKKO MARU, Jap. str., for Shanghai.
SELUN, Norwegian str., for Swatow.
SOSHU MARU, Jap. str., for Canton.

SHIPPING REPORT.

The British str. *Hongwan I.* reports: Strong south-westerly monsoon to Paracels, thence to port strong north-easterly wind and sea.

PASSENGERS.

ARRIVED.

Per *Ceylon Maru*, from Singapore, for Hongkong, Dr. Annandale and Mr. Munsiff.

Per *Chaochowfu*, from Bangkok, etc., for Hongkong, Mr. and Mrs. Campbell, Miss Butler, and Mr. Gillier.

Per *St. Albans*, from Kobe, for Hongkong, Mesdames Buchanan, Phuygers, Geraghty and three children, Mr. Evans, Mr. Lemm, and Mr. Macgowan.

VESSELS EXPECTED.

MERCHANT STEAMER.

The str. *Taiyuan* left Port Darwin for Hongkong *viâ* Philippine ports on 9th inst., and may be expected to arrive on or about 19th inst.

INDO-CHINA LINE.

Kumsang, from Calcutta, is due in Hongkong 17th September.

SHIRE LINE, LIMITED.

Carnarvonshire, from London, is due in Hongkong 29th September.

INDRA LINE, LIMITED.

Saint Egbert, from New York, is due in Hongkong 20th September.

AGENTS, FRANK WATERHOUSE & CO., SEATTLE.

Unkai Maru, from Moji, is due in Hongkong 20th September.

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns en route from CANTON to WUCHOW.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & LEITH	BLOEMFONTEIN	Brit. str.	—		THE BANK LINE, LIMITED	On 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON [illegible] USUAL PORTS OF CALL	NORE	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 8th Oct.
LONDON	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	beginning of Oct.
MARSEILLES LONDON & VIA SINGAPORE, &C.	YASAKA MARU	Jap. str.	—	Yamawaki	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MARSEILLES VIA PORTS	PAUL LECAT	Fren. str.	—		MESSAGERIES MARITIMES	On 16th Oct., at 5 P.M.
VICTORIA, [illegible] SEATTLE VIA KEELUNG &c.	TAMBA MARU	Jap. str.	—	Nagasago	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
BOSTON & NEW YORK VIA SUEZ CANAL	INDRAKUALA	Brit. str.	—		JARDINE, MATHESON & Co., LD	Beginning of Oct.
NEW YORK VIA PANAMA CANAL	MUNCASTER CASTLE	Brit. str.	—		DODWELL & Co., LTD	About 14th Sept.
VANCOUVER & SEATTLE	UNKAI MARU	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 20th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	To-day, at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 28th inst., at 10.30 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 10th Nov., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c	KAFHIAWAR	Brit. str.	—		THE BANK LINE, LIMITED	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	E. S Baikie	GIBB, LIVINGSTON & Co.	On 17th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	P. W. Grerson	BUTTERFIELD & SWIRE	On 24th inst.
WEIHAIWEI & TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 19th inst., at D'light.
KOBE & MOJI	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 19th inst., at D'light.
JAPAN	TJISONDARI	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-day.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	—	S. Fujita	NIPPON YUSEN KAISHA	To-day.
SHANGHAI KOBE & MOJI	FOOKSANG	Jap. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-morrow.
SHANGHAI	WOSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 16th inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	1 m.	W. L. Jones	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Homlwood	JARDINE, MATHESON & Co., LD.	On 19th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	On 20th inst.
SHANGHAI	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	FUSHIMI MARU	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 25th inst., at 10 A.M.
SHANGHAI	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R	P. & O. S. N. Co.	About 9th Oct.
ANPING & TAKAO VIA SWATOW & AMOY	OTTOWA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 16th inst., at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	S. Saito	OSAKA SHOSEN KAISHA	On 19th inst., at Noon
SWATOW, NINGPO & SHANGHAI	SZECHUEN	Brit. str.	1 m.	Caine	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & Co.	To-day, at 3 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAPRAIK & Co.	On 17th inst., at 3 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 21st inst., at 3 P.M.
MANILA, & CEBU ILOILO	TEAN	Brit. str.	1 m.	J. Walker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	TUENSANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & Co., LD.	On 18th inst., at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	S. Tokunaga	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 25th inst., at 3 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	KIBIN MARU	Jap. str.	—	Sasaki	NIPPON YUSEN KAISHA	To-morrow.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	C. P. Sedden	DAVID SASSOON & Co., LD.	On 17th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 18th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-morrow.
MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 23th inst.
HAIPHONG VIA HOIHOW	DAIGI MARU	Jap. str.	—	T. Konishi	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SANDAKAN	MAUSANG	Brit. str.	—	R. A. Matthews	JARDINE, MATHESON & Co., LD.	On 16th inst., at Noon.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	On 21st inst., at Noon.
HOIHOW, PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
HOIHOW & HAIPHONG	TAKSANG	Jap. str.	—	Mathews	JARDINE, MATHESON & Co., LD.	On 19th inst., at D'light.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL
† *	SHANGHAI, KOBE and MOJI	"FOOKSANG"	Wed'day, 15th Sept., Noon.
†	SHANGHAI	"WOSANG"	Thursday, 16th Sept., D'light.
†	SANDAKAN	"MAUSANG"	Thursday, 16th Sept., Noon.
*	MANILA	"YUENSANG"	Saturday, 18th Sept., 3 P.M.
*	KOBE & MOJI	"KUMSANG"	Sunday, 19th Sept., D'light.
*	WEIHAIWEI & TIENTSIN	"CHEONGSHING"	Sunday, 19th Sept., D'light.
	HOIHOW and HAIPHONG	"TAKSANG"	Sunday, 19th Sept., D'light.
†	SHANGHAI	"CHOYSANG"	Sunday, 19th Sept., D'light.
‡	SANDAKAN	"HINSANG"	Tuesday, 21st Sept., Noon.
*	MANILA	"LOONGSANG"	Saturday, 25th Sept., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, T'sin, Dairy, W'wei, N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Urukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 14th September, 1915 GENERAL MANAGERS [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS.

Hongkong, 16th April, 1915. [25

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

LONDON ... ... "MERIONETHSHIRE" ... beginning of October.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 Sub. Ex. 10. AGENTS.

Hongkong, 6th September, 1915. 24

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	Connecting with	FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS		
24th September,	"KATHIAWAR"	17th October.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" ... ... From Hongkong: 28th September.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to

THE BANK LINE, LIMITED,

21 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & LEITH, ...	... "BLOEMFONTEIN"	... On 17th Sept.
LONDON	... "CITY OF HANKOW"	... On 8th Oct.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 9th August, 1915. [942

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DAT APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG,

FOR NEW YORK, VIA PANAMA CANAL.
S.S. "MUNCASTER CASTLE,"
on or about 14th September.

FOR NEW YORK VIA SUEZ CANAL.
S.S. "PATHAN,"
on or about 25th September.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 2nd September, 1915. [1

FOR VANCOUVER AND SEATTLE.

THE S.S. "UNKAI MARU" will be despatched on or about the 20th Sept.

For Freight please apply to

JARDINE, MATHESON & Co., LTD.,
Agents

Hongkong, 1st September, 1915. [921

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN,"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about the 24th September, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "ARABIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KARMALA," due in London about the 6th Nov., 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th September, 1915. [1

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

THE SS. "INDRAKUALA" will be despatched for the above ports about the beginning of October.

For Freight, passage and further particulars apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 2nd September, 1915. [922

GLEN LINE (MCGREGOR, GOW & Co.,) LIMITED.

FOR GENOA, LONDON AND HULL.

THE Steamship

"GLENIFFER,"

Captain J. McGregor will be despatched for the above ports on or about the 14th Oct., 1915.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th September, 1915. [953

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THIS VOLUME, which consists of 432 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwanlin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REMUSS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE ..... $2.25.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

DIRECTORY OF PROTESTANT MISSIONARIES FOR CHINA, JAPAN AND COREA.

On Sale at the HONGKONG DAILY PRESS OFFICE and Local Booksellers.

PRICE:

Cloth Cover $1.25
Paper " 0.80

Hongkong, 21st January, 1915

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and BOMBAY VIA USUAL PORTS OF CALL	*NANKIN* ..... Capt. G. Manley	Noon. 24th Sept.	*See Special Advertisement*
SHANGHAI	MALTA ..... Capt. C. C. Talbot, R.N.R.	About 24th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*NORE* ..... Capt. D. Asbury	About 8th Oct.	Freight and Passage
SHANGHAI	NOVARA ..... Capt. H.R.H. Etherington, R.N.R.	About 9th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without Notice.

For Further Particulars apply to —

E. A. HEWETT,
Superintendent.

Hongkong, 14th September, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO and SHANGHAI	"SZECHUEN"	On 14th Sept., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 14th Sept., 4 P.M.
SHANGHAI	"YINGCHOW" ...	On 14th Sept., 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG" ...	On 15th Sept., 10 A.M.
SHANGHAI	"CHENAN"	On 16th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 21st Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS. 4

Hongkong, 14th September, 1915.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW. AMOY AND FOOCHOW
AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
* "HAIMUN" ...	Capt. A. H. Stewart ...	TUESDAY, 14th Sept., at 3 P.M.
"HAICHING" ...	Capt. J. S. Thomson ...	FRIDAY, 17th Sept., at 3 P.M.
"HAITAN" ...	Capt. J. W. Evans ...	TUESDAY, 21st Sept., at 3 P.M.

* The s.s. "Haimun" not Calling at Amoy.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS. 3

Hongkong, 14th September, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS; SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 6th September, 1915. AGENTS. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	———	On 17th Sept., 11 A.M.
EMPIRE	21st Sept.,	On 15th Oct., 11 A.M.
EASTERN	8th Oct.,	On 2nd Nov., 11 A.M.
ALDENHAM	29th Oct.,	On 22nd Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots ...	TUES., 14th Sept.
* NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 28th Sept.
SHINYO MARU	22,000—21 knots ...	TUES., 12th Oct.
CHIYO MARU	22,000—21 knots ...	TUES., 9th Nov.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS)	£120.
" " " NEW YORK	£60. ... " "	£96.10.
" " " SAN FRANCISCO	£45. ... " "	£68.

Passengers purchasing Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS. HONOLULU, LOS ANGELES. SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	... 14,000—15 knots	Wed'day, 10th Nov.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.
TELEPHONE 291. [216

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA ..... (Without Transhipment)	MAGELLAN...	On 20th September.
	V. CIOTAT	On 4th Oct., at 5 P.M.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS ..... (Without Transhipment)	PAUL LECAT	On 16th Oct., at 5 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

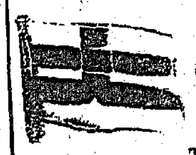
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915:—
TO KOBE $135, TO YOKOHAMA $150.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.
2]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).



THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, MOJI, KOBE.

Steamer	Captain	YOKKAICHI AND YOKOHAMA Leaving

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE AND COLOMBO.

Steamer	Captain	Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	S. Saito ...	SUNDAY, 19th Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"OTTOWA MARU" ...	———	...THURSDAY, 16th Sept., at 10 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer	Captain	Leaving
"DAIGI MARU" ...	T. Konishi ...	WED'DAY, 15th Sept., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
2nd Floor, No. 1, Queen's Building.
114]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI about	Leave HONGKONG about	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
———	NANKIN	Sept. 19	Sept. 24	†ARABIA	Oct. 23	Oct. 30
Sept. 26	NORE	Oct. 3	Oct. 8	†MOLDAVIA ...	Nov. 6	Nov. 13
———	MALTA	Oct. 17	Oct. 22	†KHYBER	Nov. 20	Nov. 27
———	NOVARA ...	Oct. 31	Nov. 5	†MEDINA	Dec. 4	Dec. 11
Nov. 8	NELLORE	Nov. 15	Nov. 19	MONGOLIA ...	Dec. 18 1916	Dec. 25 1916
———	SARDINIA ...	Nov. 29	Dec. 4	MALWA	Jan. 1	Jan. 8
Dec. 6	NANKIN ...	Dec. 13	Dec. 17	MOOLTAN	Jan. 15	Jan. 22

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£74.	Return	£111.
	"B"	"	"	£68.	"	£102.
2nd Saloon	"A"	"	"	£52.	"	£78.
	"B"	"	"	£48.	"	£72.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"	"	£46.	"	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES. if calling	Due at LONDON.
NORE	about Sept. 26	about Oct. 3	about Oct. 8	about Oct. 14	about Nov. 9	about Nov. 18 1916.
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22 1916	Dec. 28 1916	Jan. 27	Feb 3
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £58 Single £87 Return, 2nd Saloon £42 Single: £63 Return
FARES TO MARSEILLES:
1st Saloon £54 Single, 2nd Saloon £40 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT
28

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS AND DESPLACEMENT	TONS	SAILING DATES.
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ YASAKA MARU Capt. Yamawaki	21,000	THURSDAY, 23rd Sept., at Noon.
	§ MIYASAKI MARU Capt. Teranaka	16,000	THURSDAY, 7th Oct., at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU Capt. Nagasuye	12,500	TUESDAY, 21st Sept., at 4 P.M.
	§* YOKOHAMA MARU Capt. ———	12,500	THURSDAY, 30th Sept., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ TANGO MARU Capt. Soyeda,	13,500	WED'DAY, 15th Sept, at 4 P.M.
	§ NIKKO MARU Capt. Iakeda,	9,000	FRIDAY, 15th Oct. at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	TOSA MARU Capt. Takano	10,000	SATURDAY, 18th Sept.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	KIRIN MARU Capt. Sasaki	8,000	WED'DAY, 15th Sept.
SHANGHAI, MOJI and KOBE			
SHANGHAI, KOBE and YOKOHAMA	FUSHIMI MARU Capt. Irizawa	21,000	SATURDAY, 25th Sept., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA			
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. S. Fujita	8,000	TUESDAY, 14th Sept

§ Wireless Telegraphy. * Not Calling at Keelung.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen 550
" "	"	Return	"	900.	" "	"	Return	" 825
" "	2nd	Single	"	400.	" "	2nd	Single	" 360
" "	"	Return	"	605.	" "	"	Return	" 550
To London, Southampton, Liverpool via New York								£60.15.0
" " " " Montreal								£60.3.0
To Victoria, Vancouver, Seattle,						1st	Single	£25.
" " " "						1st	Return	£37.10.
To Sydney, 1st Single £40. To Melbourne,						1st	Single	£41.
" " 1st Return £72. "						1st	Return	£73.16.
To Yokohama, 1st Return $150. To Kobe,						1st	Return	$135.
" " 2nd " $90. " "						2nd	"	$83

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1921. 5

POST OFFICE NOTICE.

Postal Communication including Parcel Post, but with the exception of insurance, is resumed to Samoa and New Guinea.

INWARD MAILS.

From	Per	Date
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Fort Bayard	*Suikai*	Tuesday, 14th, 9.00 A M
Japan via Moji	*Jinsen Maru* ...	Tuesday, 14th, 10.00 A M
Swatow and Ningpo...	*Szechuen*... ...	Tuesday, 14th, 10.00 A M
Amoy, Shanghai and North China	*Tjitaroem*... ...	Tuesday, 14th, 11.00 A M
SHANGHAI NORTH CHINA JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO and UNITED KINGDOM via CANADA ... ... (EUROPE via SIBERIA) [Shanghai Brit. P.O. Saturday, the 18th Sept.]	*Tenyo Maru*	Tuesday, 14th. Registration...10.15 A M Letters .. 11.00 A M
Philippine Islands	*Muncaster Castle*	Tuesday, 14th, 2.00 P M
Swatow	*Standard*... ...	Tuesday, 14th, 2.00 P M
Swatow and Foochow	*Haimun* ...	Tuesday, 14th, 2.00 P M
Philippine Islands	*Tean* ...	Tuesday, 14th, 3.00 P M
Shanghai and North China ... (EUROPE via SIBERIA) [Shanghai Brit. P.O. Saturday, 18th Sept.]	*Yingchow*...	Tuesday, 14th, Registration ... 2.15 P M Letters 3.00 P M
Dalny	*Tjiliwong* ...	Tuesday, 14th, 5.00 P M
Straits, Ceylon and India via Bombay	*Kerin Maru* ...	Tuesday, 14th, 5.00 P M
Hoihow and Haiphong	*Daigi Maru* ...	Wednesday, 15th, 9.00 A M
Hoihow, Pakhoi and Haiphong	*Sungkiang* ...	Wednesday, 15th, 9.00 A M
Shanghai, North China and Japan via Kobe .	*Pooksang*	Wednesday, 15th, 11.00 A M
Philippine Islands, Australia, Tasmania, New Zealand & New Guinea via Thursday Island	*Tango Maru*	Wednesday, 15th, Registration ... 2.15 P M Letters ... 3.00 P M
Shanghai and North China	*Wosang*	Wednesday, 15th, 5.00 P M
Swatow, Amoy via Anping & Takao	*Otowa Maru* ...	Thursday, 16th, 9.00 A M
Hoihow and Haiphong	*Hongkong*	Thursday, 16th, 11.00 A M
Sandakan	*Mausang*... ...	Thursday, 16th, 11.00 A M
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) ... (Shanghai British P.O. Tuesday, 21st Sept.)	*Chenan* ...	Thursday, 16th, Registration ... 2.15 P M Letters 3.00 P M
Timor, Australia, Tasmania, New Zealand, via Port Darwin, and New Guinea via Thursday Island	*St. Albans* ...	Friday, 17th, Registration ... 9.15 A M Letters 10.00 A M
Swatow, Amoy and Foochow	*Haisking*	Friday, 17th, 2.00 P M
Straits and India via Calcutta	*Japan*	Friday, 17th, 2.00 P M
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 21st 2.00 P M
Philippine Islands	*Taming*	Tuesday, 21st, 3.00 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada	*Tamba Maru*	Tuesday, 21st, Registration ... 2.15 P M Letters... 3.00 P M
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island ...	*Taiyuan* ...	Friday, 24th, Registration ... 9.15 A M Letters ... 10.20 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ... ... The Parcel Mail will be closed on Thursday, 23rd Sept., at 5 P.M....	*Nankin* ...	Friday, 24th, Printed Matter and Samples ... ... 10.00 A M Registration ... 10.15 A M Registration Kowloon B.O.... ... 9.30 A M Letters ... 11.00 A M
Japan via Nagasaki, United States, South America and Canada via San Francisco and United Kingdom via Canada	*Mongolia* ...	Thursday, 30th, Registration ... 11.15 A M Letters ... NOON

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukuk, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters6 00P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M 6.00 P.M.	8.15 A.M.
Kongmoon	Except Saturdays 6.00 P.M.	5.00 P.M.
Namtau and Sanmei		5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

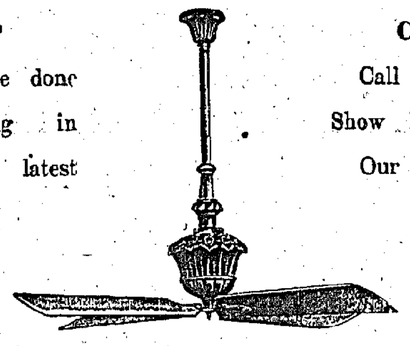
For	On Week-Days	On Sundays & Holidays
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmun	6.30 P.M.	6.30 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong...	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

FANS! FANS!! FANS!!!

KEEP

It can be done by investing in one of our latest type desk or ceiling fans.



COOL.

Call at our Show Room. Our fans keep the flag flying.

Ship Cabin Fans a Speciality.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL,

ELECTRICAL ENGINEERS.

Telegraphic Address: "MARINEWORK." Telephone 358 [32

COMMERCIAL.

CLOSING QUOTATIONS.

September 13th.

ON LONDON:—	
Telegraphic Transfer	1/9 5/8
Bank Bills, on demand	1/9 3/8
Bank Bills, at 30 days' sight	1/9 1/16
Bank Bills, at 4 months' sight	1/9 1/16
Credits, at 4 months' sight	1/10 1/16
Documentary Bills 4 months' sight	1/10 1/16
ON PARIS:—	
Bank Bills, on demand	248
Credits, at 4 months' sight	258½
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42⅛
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demands	135½
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	135½
ON SHANGHAI:—	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA:—On demand	86
ON MANILA:—On demand—Pesos—83	nom
ON SINGAPORE:—On demand	76½
ON BATAVIA:—On demand	107⅜
ON HAIPHONG:—On demand	81⅞ p.m.
ON SAIGON:—On demand	8 ⅝ p.m.
ON BANGKOK:—On demand	86½
SOVEREIGNS, Bank's Buying Rate	$11.30 n.
GOLD LEAF, 100 fine, per tael	59.60
BAR SILVER, per oz.	23 5/16d.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.

REVISED BY THE MEMBERS

PRICE ... ... $5.

DAILY PRESS OFFICE.

Hongkong, 26th February, 1915.

SHARE LIST.—QUOTATIONS.

HONGKONG, 11TH SEPTEMBER, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last Div'd.
BANKS.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$315, buyers / L'don, £73	6⅔ p.c.
China Borneo Company, Limited	60,000	$12	all	$10½, buyers	
China Light and Power Company, Ld. ...	50,000	$5	all	$7.30, buyers	8½ p.c.
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$8.90, sellers	7½ p.c.
COTTON MILLS.—					
S'hai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 50	all	T. 104, sellers	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	T. 16½, buyers	
International Cotton Manufing Co., Ld	10,000	Tls. 75	all	Tls. 92½, buyers	8½ p.c.
Laou Kung Mow Cotton S. & W. Co., Ld.	8,000	Tls. 100	all	Tls. 90½, buyers	
Soeychee Cotton S. & W. Co., Ld. ...	20,000	Tls. 50	all	Tls. 51½, buyers	
EwoCotton Spin'g. & Weaving Co., Ld	20,000	Tls. 50	all	Tls. 175, buyers	
Hongkong Cotton Spinning Co., Ld. (In Liquidation)	125,000	$10	all	$9, buyers	
Dairy Farm Company, Limited	40,000	$7½	$8	$34	4½ p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$75, sellers	5 p.c.
H'kong. and Whampoa Dock Co., Ld...	50,000	$50	all	$75, sal. & buy	4½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 63, sellers	
New Engineering & S. B. Works, Ld.	150,000	Tls. 5	all	Tls. 9½, buyers	
S'hai. and Hongkew Wharf Co. Ld...	36,000	Tls. 100	all	Tls. 93½, buyers	
Green Island Cement Co., Limited...	400,000	$10	all	$8.30, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$43, buyers	7½ p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$112, buyers	5 p.c.
Hongkong Ice Company, Limited	6,500	$25	all	$183	5½ p.c.
Hongkong Rope Manufacturing Co., Ld...	60,000	$10	all	$28½, buyers	7½ p.c.
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5.10, buyers	6 p.c.
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$420, sales	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$160, buyers	7p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$420, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 165, buyers	
Union Insurance Society, Limited ...	12,400	$250	$100	$970, sellers	6½ p.c.
Yangtsze Insurance Association Ld ..	12,000	$100	$60	$243, buy. @ Ex 75	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$109, buyers	6⅔ p.c.
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7½, sal. & buy.	6 p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$40, buyers	7½ p.c.
Shanghai Land Investment Co., Ld...	78,000	Tls. 50	all	Tls. 103	
West Point Building Co., Limited ...	12,500	$50	all	$72, buyers	6 p.c
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 37, buyers	
MINING.—					
Ural Caspian Oil Corpn., Ld.... ...	1,000,000	£1	all	4/6	
Chinese Engineering and M. Co., Ld ..	1,000,000	£1	all	30/-	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3½, sellers	
Tronoh Mines, Limited	160,000	£1	all	31/6, buyers	
Peak Tramways Co., Limited ...	25,000	$10	all	$9½, buyers	8 p.c.
	50,000	$10	$1	$0.90, buyers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$134, sal. & buy.	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$38, buyers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$0.40, buyers	
Douglas Steamship Co., Limited, ..	20,000	$50	all	$35, buyers	6 p.c
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$20, sal. & sel.	4 p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref. / 60,000 def.	£5	all	comb. $153, buy. pref. $60, buy. def. $93, sal. & buy.	
Shell Transport & Trading Co., Ld	4,047,610	£1	all	9/- sel.	8 p.c.
Star Ferry Company, Limited ..	40,000	$10	all	$35¼, buyers	5⅛ p.c.
South China Morning Post, Limited	6,000	$25	all	$28	
Steam Laundry Company, Limited ..	20,000	$5	all	$3⅛, buyers	8⅛ p.c.
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	21,000	$7	all	$6½	7⅛ p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$6.85, buyers	9 p.c
Union Watercost Co., Limited	50,000	$10	all	$16, buyers	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM DICKSON,
Manager.

Hongkong, 8th June, 1914. [118

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. J. STABB,
Chief Manager

Hongkong, 2nd November, 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	
2/-£1,500,0 .0 at—	$15 000,000
Silver	$18,000,000
	$33,000,000
Reserve Liability of Proprietors	$15.000,000

COURT OF DIRECTORS

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, 11th November, 1914. [9

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:—Wall Street, New York.
LONDON OFFICE:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,120,000
(Gold) $7,370,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 12th May, 1915. 784

THE BANK OF CHINA. GOVERNMENT BANK

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUE-YANG. PEKING: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange

Hongkong, 13th October, 1914. [754

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	Yen 20,000,000
Capital Paid-up	" 12,500,000
Reserve Funds	" 8,970,000

President: KAZUYOSHI YAGIU, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IWETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon, Cheahan, Dairen, Fusan, Iloilo, Jolo, Macassar, Muktan, Moji, Nagasaki, Nagoya, Semarang, Seoul Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI,
Manager.

Hongkong, 5th August, 1915. [556

NEDERLANDSCH-INDISCH HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30.000,000 (£2,500,000)
Paid-up Capital...Fl. 19,943,000 (£1,662,000
Reserve Fund .....Fl. 7,777,750 (£648,100

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 4th August, 1915. [12

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	500,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, 9th September, 1915. [755

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